

the settlement of the question as to the policing of the Chinese and foreign boundary of Shanghai.

The German assessor refused to accede to the proposal and the accused was remanded in custody, pointing out that two of the police witnesses had failed to make their appearance before the Court.

He also advised the Chinese to cease the work of policing the district in question, pending a settlement of the whole question.

CONSTITUTIONAL GOVERNMENT.

KWANTUNG DELEGATES IN PEKING.

[By courtesy of the "Sheung Po."]

Peking, 7th June. The bearers of the memorial, on behalf of the people of Kwantung, praying for the establishment of Constitutional Government, arrived in Peking on the 5th inst.

YUAN SHIH-KAI'S SON.

APPOINTED OFFICER OF THE GRAND COUNCIL.

[By courtesy of the "Sheung Po."]

Peking, 7th June. Yuan Hap-wong, son of H.E. Yuan Shih-kai, has received an appointment to the Grand Council.

On the 5th inst., he returned thanks to the Throne for the appointment.

TUANG FANG IMPEACHED.

INVESTIGATION PROCEEDING.

[By courtesy of the "Sheung Po."]

Peking, 7th June. Choy Kam Toi has impeached H.E. Tuan Fang, Viceroy of Liang-kiang.

The memorial is treated as confidential.

In consequence of the impeachment Taotai Shun Ting-lam and Wong Sui-in have been ordered to make inquiries.

Chen Kwei Lung, Viceroy of the Hukwang provinces, has been commanded to conduct secret investigations and report accordingly.

COLONEL MARTIN DROWNED.

[From Our Own Correspondent.]

Shanghai, 8th June, 11:15 a.m. Colonel Henry Martin, P.M.O., South China Command, was accidentally drowned in Chuzenji Lake, Japan, on Friday.

PRESS LAWS.

ENFORCEMENT AT SHANGHAI.

[By courtesy of the "Sheung Po."]

Peking, 8th June. It is proposed by the Imperial Government to urge the Shanghai Taotai to enforce the Press laws there.

HANKOW-SZECHUAN RAILWAY.

[By courtesy of the "Sheung Po."]

Peking, 8th June. The French Minister at Peking, on the score of mutual advantages, has proposed the construction of a railway between Hankow and Szechuan, similar in its terms and conditions to the Shanghai-Ningpo-Hangchow Railway.

CHINESE TELEGRAPHS.

GRAND COUNCILLORS OPPOSED TO CHAN PIKE'S PROPOSAL.

[By courtesy of the "Sheung Po."]

Peking, 8th June. The majority of the Grand Councillors are not in favour of the scheme to buy the shares in the Chinese Telegraph Co.

The Ministry of Posts and Communications is rather uncertain how to act in the circumstance.

THE YUNNAN RIOTERS.

TROOPS IN PURSUIT.

[By courtesy of the "Sheung Po."]

Peking, 8th June. The Governor of Kweichow province has submitted a telegraphic memorial to the effect that the Kun-ping members have escaped into his province.

The Governor has despatched troops in pursuit.

CHINA'S NATIONAL DEBT.

PROVINCIAL CONTRIBUTIONS.

[By courtesy of the "Sheung Po."]

Peking, 9th June. It is proposed by the Imperial Government to issue instructions to the gentry in various provinces to submit a draft scheme for provincial contributions towards the repayment of the National Debt.

CONSTITUTIONAL GOVERNMENT.

GRAND COUNCIL'S MEETING.

[By courtesy of the "Sheung Po."]

Peking, 9th June. There was a meeting of the Grand Council on the 8th inst., to discuss the reply to be given to the Provincial memorials praying for Constitutional Government.

RIOT AT SOOCHOW.

THEATRE DESTROYED.

[By courtesy of the "Sheung Po."]

Peking, 9th June. On the night of the 7th instant the guards at Soochow destroyed the Chui Fuk theatre.

Many were injured.

HONGKONG MARU ASHORE.

TUGS TO THE RESCUE.

[By courtesy of the "Sheung Po."]

Shanghai, 10th June, 2:45 p.m. The Toyo Kisen Kaisha's steamer Hongkong Maru went ashore, in a gale, last evening on Block House Island.

Tugs have been dispatched to her assistance.

[On inquiry at the office of the Pacific Mail S.S. Co. this afternoon we were courteously informed that the local agents had had no despatches concerning the accident to the Hongkong Maru.

Block House Island is within a hundred miles from Shanghai. The sea-bed at this point is mud and sand. It is not considered that the vessel is in a dangerous position. She will probably be floated off without much difficulty.—Ed. H.K.T.]

SUDDEN DEATH AT SHANGHAI.

[From Our Own Correspondent.]

Shanghai, 10th June, 1:30 p.m. Mr. P. Lemke, of Messrs. Arnhold, Karberg & Co., general manager of the Soy Chee Cotton Spinning Co. Ltd., died suddenly at noon to-day.

ANTI-CHRISTIAN RIOTS.

CHURCH DESTROYED.

[By courtesy of the "Sheung Po."]

Kiangsi, 10th June. The Anti-Christian feeling at Ping-ting-ting in Kiangsi, was so strong that the mob destroyed the Roman Catholic Church in that city.

In the meantime four converts were killed.

FEMALE EDUCATION.

THE ANTI-OPIUM CAMPAIGN.

[By courtesy of the "Sheung Po."]

Peking, 10th June. The Empress Dowager has repeatedly consulted with H.E. Chang Chih-tung on the question of female education.

Her Majesty has also conferred with her trusted Minister concerning the anti-opium campaign.

SWITZERLAND AND CHINA.

A COMMERCIAL TREATY DESIRED.

[By courtesy of the "Sheung Po."]

Peking, 10th June. On behalf of Switzerland, Germany has applied for a commercial treaty with China. The Wallupu has not yet replied to the German Minister's communication.

LOTTERY AND OPIUM.

TO BE DISCOURAGED.

[By courtesy of the "Sheung Po."]

Peking, 10th June. The Imperial Government proposes to discontinue the issue, by the Provincial authorities, of lottery tickets.

It is also proposed to limit the time within which the cultivation of poppy will absolutely cease in China to a period of eight years instead of ten as originally contemplated.

CHINESE TELEGRAPHS.

PURCHASE BY GOVERNMENT.

[By courtesy of the "Sheung Po."]

Peking, 10th June.

The Ministry of Posts and Communications has decided to buy the shares in the China Telegraph Co. H.E. Chan Pike, president of the Board, has telegraphed to

Sheng Kung-po and the Taotai at Shanghai to persuade the shareholders not to offer resistance to the nationalization of the telegraph.

THE "EMPEROR OF CHINA" DETAINED AT NAGASAKI.

[From Our Own Correspondent.]

Shanghai, 11th June, 3 p.m. The C.P.R. Co.'s steamer Empress of China will be detained at Nagasaki for a period of ten days.

One Chinese case of plague has occurred on board.

THE ANTI-CHRISTIAN RIOT.

MOB DISPERSED.

[By courtesy of the "Sheung Po."]

Kiangsi, 11th June.

The anti-Christian mob at Ping-ting-ting dispersed on the arrival of troops.

The commander was instructed to take steps to secure the arrest of the ringleaders with a view of making an example of them.

LAND SUBSIDENCE.

A SERIOUS CATASTROPHE.

[By courtesy of the "Sheung Po."]

Hupu, 11th June.

The Viceroy of the Hukwang Provinces in a memorial, reports the subsidence of a hill at Cheung Yung district.

The land within a radius of 100 ft. has sunk.

Hundreds of families have been entombed.

THE FUNNAN REBELLION.

AGAINST FRENCH ENCROACHMENT.

[By courtesy of the "Sheung Po."]

Peking, 11th June.

The Empress Dowager has instructed Prince Ching and H.E. Yuan Shih-kai, Viceroy of Yunnan, urging him to take precautions against the encroachment of Chinese territory by French soldiers.

GERMANY AT TSIANGTAU.

COLLEGE ESTABLISHED.

[By courtesy of the "Sheung Po."]

Peking, 11th June.

The Germans at Tsiangtau are minting coins for the local currency.

They have also established a college, and an application has been made to the Board of Education at Peking to register the college so that Chinese students may proceed to Tsiangtau to prosecute their studies there.

THE PLAGUE.

CO-OPERATIVE MEASURES AT CANTON.

[From Our Own Correspondent.]

Canton, 5th June.

With reference to the proposed erection of two large match-houses on the new bund as directed by the Viceoy, for the purpose of receiving patients and convalescents from Hongkong, during the plague season, a suitable site has been selected on Chon Lung Kow in the eastern section of the new bund, and work has been commenced to-day on the erection of the two sheds by the Self-Government Society. These sheds will be ready by the 1st instant, when patients proceeding from Hongkong will be admitted for treatment. It is intended to spread a covering of green leaves on the roofs of these sheds every day, so as to purify the atmosphere. This is considered a hygienic measure for the benefit of the patients. Patients other than those infected by plague will not be admitted into the sheds, but will be sent to the Fong Pin Hospital as hitherto. The Society has sent out circulars asking the different charitable institutions to co-operate in the work.

Since the beginning of the plague season it is estimated that more than a couple of hundred of patients from Hongkong have been admitted into the Fong Pin Hospital for treatment. At present there are over three hundred of them remaining in the Hospital, while many have been discharged on recovery. A large sum of money has been expended on this special service and the institution is now in need of funds for the continuance of its good work. Yesterday the committee of the Hospital had a meeting and it was resolved to at once send out subscription lists to collect subscriptions towards the funds of the institution.

The Empress Dowager has issued a notification to the effect that he is in receipt of a telegram from the Commissioner of Customs at Shanghai stating that, commanding from the 9th instant, quarantine regulations will be enforced against arrivals from Canton.

ALLEGED LARCENY OF A CHEQUE.

TWO MEN CHARGED.

[On Saturday last Detective Inspector O'Sullivan arranged two men—a coolie and a "boy"—before Mr. J. H. Kemp, in the Police Court, on somewhat serious charges. The coolie was accused of stealing a cheque to the value of \$50, the property of Mr. Drummond, a schoolmaster, residing at Kowloon, and the "boy" had to answer a charge of forgery. The first defendant, who was at one time in Mr. Drummond's employ, is alleged to have obtained the cheque from her between the 1st and 4th last, by some means yet to be explained. He is reported to have attempted to get the cheque cashed at the Laiukkong and Shing-hai Bank, but his efforts were unavailing, as the cheque was not endorsed. He then engaged the services of the second defendant to do the "forgery" part of the business. This accomplished, the pair paid another visit to the bank. The "forgery" was done, and the defendants were given to know. They denied the charge. The first defendant maintained that he had nothing to do with the affair whatsoever, whilst the second admitted picking up the cheque on the 1st, 2nd, 3rd, 4th, 5th, 6th, 7th, 8th, 9th, 10th, 11th, 12th, 13th, 14th, 15th, 16th, 17th, 18th, 19th, 20th, 21st, 22nd, 23rd, 24th, 25th, 26th, 27th, 28th, 29th, 30th, 31st, 32nd, 33rd, 34th, 35th, 36th, 37th, 38th, 39th, 40th, 41st, 42nd, 43rd, 44th, 45th, 46th, 47th, 48th, 49th, 50th, 51st, 52nd, 53rd, 54th, 55th, 56th, 57th, 58th, 59th, 60th, 61st, 62nd, 63rd, 64th, 65th, 66th, 67th, 68th, 69th, 70th, 71st, 72nd, 73rd, 74th, 75th, 76th, 77th, 78th, 79th, 80th, 81st, 82nd, 83rd, 84th, 85th, 86th, 87th, 88th, 89th, 90th, 91st, 92nd, 93rd, 94th, 95th, 96th, 97th, 98th, 99th, 100th, 101st, 102nd, 103rd, 104th, 105th, 106th, 107th, 108th, 109th, 110th, 111th, 112th, 113th, 114th, 115th, 116th, 117th, 118th, 119th, 120th, 121st, 122nd, 123rd, 124th, 125th, 126th, 127th, 128th, 129th, 130th, 131st, 132nd, 133rd, 134th, 135th, 136th, 137th, 138th, 139th, 140th, 141st, 142nd, 143rd, 144th, 145th, 146th, 147th, 148th, 149th, 150th, 151st, 152nd, 153rd, 154th, 155th, 156th, 157th, 158th, 159th, 160th, 161st, 16

THE FLORIDA WATER CASE.

QUESTION AGAIN IN COURT.

6th inst.—In the Supreme Court this afternoon, before Mr. Justice Gomperts, a sequel to the recent Florida Water case which occupied the attention of the Court recently for several days was heard. The parties to the action were Mr. Temperaki, of Melchers & Co., for Lamman and Kemp; New York, and the Kwong Sang firm of Des-Vaux Road Central. The "previous action" was brought against the latter firm charging them with infringing the trade-mark of Lamman and Kemp in respect of Florida Water. The Chief Justice held there was no infringement and gave judgment for the Kwong Sang firm.

To-day, the American firm applied for an order to restrain the Kwong Sang firm from infringing the plaintiff's trade mark, and from selling or offering for sale any scented water in bottles bearing a label which was a colourable representation of the plaintiff's.

Mr. M. W. Slade appeared for the applicants, instructed by Mr. F. B. Deacon, of Messrs. Deacon, Looker and Deacon. Sir Henry Berkeley, K.C., instructed by Mr. H. K. Holmes represented the Kwong Sang firm.

Mr. Slade, in presenting his case to the Court, reviewed the evidence of the previous trial and said that the defendants had admitted there was a distinct advantage in having a similar label to that of the plaintiffs, Lamman and Kemp. He could see no legitimate advantage in copying the plaintiff's label but he could see fraudulent advantage in it.

Sir Henry Berkeley maintained that there was a dispute between the two parties, but so far as the Court of law had gone the verdict had been in favour of the Kwong Sang firm and they were entitled to use the label. They did not want to shield themselves under the name of Kwong Sang. They were about to change the label in order to prevent any aspersions on their good name, and he held they should be able to change it.

The application was granted by the Court.

HONGKONG GYMKHANA CLUB.

THE THIRD MEETING.

The programme of the third meeting to be held at the Happy Valley, on Saturday, the 4th prox. (weather permitting) is as follows:—

1.—4.00 p.m.—THREE QUARTERS OF A MILE FLAT RACE HANDICAP.—For China ponies subscription griffins of this season 1907-1908 and all ponies entered in the Hongkong, Griffin Stakes and/or the Tientsin Stakes at the Jockey Club Meeting 1908. Jockeys who have never won an official race in Hongkong, Shanghai or Tientsin allowed 5 lbs. 1st prize: A cup presented, and prize: \$25. (Entrance fee to go to winner).

2.—4.20 p.m.—GYMKHANA STAKES.—Value \$100. Distance one mile. For all China ponies. Catch weights at 10 + 6 lbs. Winners of an open race or open griffins race 5 lbs. extra. Non-winning subscription griffins allowed 5 lbs. Jockeys who have not won more than two official races in Hongkong, Shanghai or Tientsin allowed 5 lbs. A cup called the Gymkhana Cup will be presented at the end of the season to be won by the pony scoring most marks in the races for the Gymkhana Stakes at the Gymkhana Meetings during the season, counting 4 points for a first; 2 for a second; and 1 for a third. The benefit of marks already scored to pass with the pony on a sale. Any winner of the race to carry 1 lbs. extra for each win in subsequent starts for the race, but in the event of a pony carrying the penalty not winning 2 lbs. to be deducted next time he starts. Such 2 lbs. to remain deducted until he wins again when he will carry the full penalties without deduction. Penalties accumulative up to 15 lbs. Entrance fees \$5. and prize: \$35. (half entrance fees to go to winner).

3.—4.40 p.m.—WELTER RACE.—Half a mile. For China pony hacks and polo ponies passed as such by the committee of the Club. Catch weights 13st. To be ridden by riders who have been the bona fide owners of such ponies for at least one calendar month immediately preceding the Gymkhana and who have never won an official race in Hongkong or China. Open to members of the Jockey and Polo Club and members of both services as well as to members of the Gymkhana Club. Winning ponies in the welter races at the 1st, and 2nd Gymkhana, this season to carry 7 lbs. extra. Entrance fees \$5. 1st prize: \$25. and prize: \$25. (Entrance fee to go to winner).

4.—5.00 p.m.—FIVE FURLONGS FLAT RACE.—For all China ponies. Weight for jockeys as per scale. Placed ponies in the Gymkhana Stakes at either of the first two Gymkhana meetings this season barred. Presented winners at this meeting 7 lbs. extra. Jockeys who have not won more than two official races in Hongkong, Shanghai or Tientsin allowed 5 lbs. Entrance fees \$5. 1st prize: A cup presented, and prize: \$25. (Entrance fee to go to winner).

5.—5.20 p.m.—DESPATCH RACE.—Hongkong Mounted Troop v. Hongkong Gymkhana Club. Four a side. First competitor on each side starts with a despatch to be handed him at starting post, rides half a mile, stops and hands same to second competitor, who rides similar distance and hands same to 3rd competitor and so on to 4th competitor on each side, who must weigh-in over 12 stone; other competitors, catch weights, any China ponies. The first of the two final competitors to hand his despatch to judge at whipping post to win competition for his side. Despatch dropped must be picked up by competitor. Each competitor must be unmounted when receiving despatch. Mr. F. B. Deacon has kindly presented four prizes for the winning team.

6.—6.00 p.m.—ONE MILE FLAT RACE.—For China ponies subscription griffins of any season and all ponies entered in the Hongkong Griffin Stakes and/or the Tientsin Stakes at the Hongkong Jockey Club Meeting 1908. Weight for inches as per scale. Winning ponies at any official meeting other than subscription Griffins of this season 1907-1908 and ponies entered in the Hongkong Griffin Stakes and/or the Tientsin Stakes at the Hongkong Jockey Club meeting 1908 allowed 7 lbs. Winners of the two Gymkhana meetings this season and previous winners of this meeting to carry 3 lbs. extra. Penalties accumulative. Jockeys who have not won more than two official races in Hongkong, Shanghai or Tientsin allowed 5 lbs. Entrance fees \$5. 1st prize: A cup presented, and prize: \$25. (Entrance fee to go to winner).

7.—6.40 p.m.—ONE MILE AND A QUARTER FLAT RACE HANDICAP.—For all China ponies. Jockeys who have not won more than two official races in Hongkong, Shanghai or Tientsin allowed 5 lbs. Entrance fee \$5. 1st prize: A cup presented, and prize: \$25. (Entrance fee to go to winner).

HOW CHINESE BOYCOTT THE GOODS OF JAPAN.

TRENTANT CRITICISMS.

It is announced that the Chinese boycott has spread to Sydney, and to other points in Australia where members of the two great yellow races are found in considerable numbers. Indeed, it is likely that inquiry among the Chinese in Toronto might reveal a determination on their part to have no business dealings with any representative of Japan. Of course, outside of China the boycott is important only as an indication of a peculiar racial bitterness; but there it has a tremendous commercial effect, for twenty per cent of Japan's whole export trade has been with China. This has absolutely ceased, [Japan's] exports continue to be made to North China, while the output of Japanese coal mines still finds a considerable market in the Southern ports.—Ed. H. K. T.] and just at a time when the commercial needs of Japan are desperate. The boycott is likely to cost the Japanese much more than \$10,000,000, which is the sum freely mentioned by the leaders of the boycott as the measure of the punishment to be meted out.

THE DRAGON STARS.

The *Tatsu Maru* incident is commonly supposed to be the cause of the remarkable boycott; but the truth appears to be that Japan's attitude in this matter was typical of her dealing with China, and that for her national character and policy, rather than for any particular act, China hates her. Apparently, the Chinese regard the Japanese with the bitterness of the old patrician whom circumstances have driven into the employ of the wealthy young-bounder. Japan has ambitions to become the brat that shall direct the destroying career of the Chinese dragon, which will awake one of these days. She aims to be the mahout on the elephant's neck, but apparently she has driven her anks too deep, and now the elephant, though chained securely, can refuse, at least, to work. Perhaps it looks forward to a day when the chains can be broken.

THE "TATSU MARU" INCIDENT.

Of Japan's "method of dealing with nations that are more or less in her power" the *Tatsu Maru* case is illustrative. The *Tatsu Maru* is a Japanese steamer that was captured some months ago in the act of smuggling arms to the Chinese revolutionists. She was held, and indemnity was demanded of Japan; but instead of apologizing, Japan issued an ultimatum that meant war or the steamer. The *Tatsu Maru* was released, and then Japan insisted that the Chinese government should pay a good round sum, for its insolence in capturing the vessel.

THE BOYCOTT DECLARED.

The indemnity was no sooner paid over [No indemnity has yet been paid, beyond the stated value of the arms and ammunition on board the steamer at the time of her arrest. According to our telegram column to-day, however, Japan is reported to have lodged a claim for a round two lakhs of dollars.—Ed. H. K. T.] than the boycott on Japanese goods began. It was private and unofficial, of course, but it has spread with a rapidity that is amazing in a land where the telegraph and the steam engine are curiosities. We remember that only 12 years ago, when China and Japan were at war, the great mass of Chinese had little interest and less knowledge of the conflict. Millions of them never heard of it until it was over. But to-day China takes more interest in the war than when it was going on. A national spirit seems to have awakened; higher education is spreading; newspaper circulation has increased amazingly; there is a demand for a national assembly. After centuries of torpor, the dragon is painfully awakening; and what Japan has accomplished in the past decade China may accomplish in another.

CHINA'S ORGANIZATION.

What we do not know or remember is that, internally, no country in the world is so well organized as China. Clans, guilds and secret societies include millions. The tradesmen are organized by cities and provinces. Merchants are associated according to the commodities in which they deal. All these clans and guilds are called self-government societies, which have been encouraged by the government, with the ostensible view of paving the way for a constitutional government. It may be said that all these self-government societies have thrown themselves into the boycott. Their members have vowed not to buy a cent's worth of goods made in Japan or sold by a Japanese. Even the street peddlars are included. The ban makes no exceptions, and from bankers to water coolies, the Chinese are carrying it into effect.

The Japanese, fighting with bankruptcy, are trying desperately to sell their goods. In vain they cut prices. In vain they insert lottery tickets in packages of merchandise. Their appeals to the poverty and the gambling instincts of their customers have failed. The leaders of the boycott are chiefly concerned lest the intense anti-Japanese feeling of the Chinese should betray them into any act of violence which might give the Japanese government an excuse to interfere. So far, they have been successful, and the bloodless boycott is punishing Japan more severely than the army and navy of Russia were able to punish her.—*Mail and Empire*.

THE SUGAR TRADE.

JAPANESE ACTIVITY IN CHINA.

The *Japan Chronicle*, of 26th ult., says:— "About the agitation now being raised for the suppression of the *Korea Daily News*, in consequence of the sedition and inflammatory paragraphs which appear in its native version, there is one very peculiar feature in the case, deserving closer attention than has thus far been given. The leader in the movement for extreme measures is the *Scoul Press*, generally recognized as the Government organ of the Japan Sugar Refining Company alone this month is estimated to reach 50,000 piculs. The principal buyers of sugar at present are the Mitsui Bussan and Chinese merchants at Shanghai. The report that the Hongkong sugar mills were trying to prevent the sale of Japanese sugar in China by utilising the Chinese boycott has been proved to be unfounded, and the Japan Sugar Refining Company is now very active in China. The company proposed depositing with the Shanghai branch of the Specie Bank the money received in silver for sugar sold in China; and working on this fund, and negotiations are in progress between the company and the bank. In view of the fact that the Government is doing its best to increase exports, the Specie Bank will agree to give all possible assistance to facilitate the export of sugar.

The board of directors of the Japan Sugar Refining Company propose to pay a dividend for the last half-year at the rate of 15 per cent. It is stated that some of the shareholders desire the rate should be 20 per cent. In view of the cost of the working for the period, but the company recommends that the amount to be placed to the reserve should be increased to 100,000, and the value of property written down. It is said that the board of directors are determined to force the passage of the recommendation through the general meeting to be held to-day.

A REPRESENTATIVE of the Hongkong Government arrived in Manila on the 1st inst. to have a conference with the Secretary of the Interior and the Director of Agriculture concerning the warning issued Manila authorities that no cattle may be allowed to land in the city.

THE FREEDOM OF THE PRESS AND SPEECH IN KOREA.

SOME YOKOHAMA COMMENTS.

It will be seen by the following that the views expressed in the *Japan Chronicle* as to the attitude of the authorities in Korea in regard to the present controversy are shared by other independent journals in Japan. The *Japan Herald* on the 22nd ult. had the following editorial:

"In the *Scoul Press* of the 16th instant appears a leading article headed 'Why hesitate?' which seems to imply that somebody somewhere is inclined to take a certain action but is hesitating to do so. In this morning's *Mail* there appears a reprint from the *Seoul Press*, 'by way of contribution to the record,' which seems to suggest that someone is compiling a record. Needless to say both the articles in the *Scoul Press* deal with the *Korea Daily News*, against which, therefore, it may be concluded, the authorities are inclined to take action and are forming a record for this purpose. When to these we add the *Japan Times*, urging the Government to take the 'long delayed step' of suppressing the paper, we have a curious consistency of opinion on the part of three organs which are believed to express official views. A campaign has been started to convert those who would look with serious disfavour on any attempt to suppress the right of free speech in Korea to the idea that the *Korea Daily News* and its vernacular editions are spreading incendiary views among the Koreans and attempting to encourage rebellion. With this end in view selections have been made from the columns of the vernacular editions of the *Korea Daily News*, and these are published first in the *Scoul Press* and later in the columns of its obedient followers, the *Mail* and *Japan Times*. It is needless to inquire on what principle such a selection is made. To expect our *Seoul* contemporary to temper its zeal by selecting all the milder utterances would be to make too great demands on human nature. No prosecuting counsel in a court-of-law desire to show the defendant's guilt by displaying all his righteous acts. Further we have the clever idea of exhibiting articles written by Orientals in an English garb. Full of extravagant hyperbole, of exclamations, repetitions, exultations, the English reader is invited to believe that they are direct incitements to rebellion, that the patriotism they display is not the patriotism of Japan, but something ignoble, false, and cowardly. Thus in the account of the murder of Mr. Stevens, which appeared in the mixed script edition of the *Korea Daily News* for the 17th of last month—the *Japan Mail* only reproduces to this morning—the murderer of Mr. Stevens are described as 'the righteous men' (*Scoul Press* translation). This, we take it, signifies 'patriots,' that is, men moved by a love of country to perform acts which they regard as righteous. Japan, whose history is filled with the deeds of such 'righteous men,' should be the last country to object to such a description. It is hardly necessary to state that we are not defending assassination; it is simply desired to point out that if certain Eastern writings are to be judged they must be judged according to Eastern standards, not according to the West, although the West is by no means so squeamish on the point as it is prone to believe. Another part of the endeavour to urge the authorities to action is the mud-slinging against the Editor of the *Korea Daily News* himself. The *Japan Times* recently suggested that the sole motive which promoted the *Korea Daily News* in its action was the making of money. 'What other faith, principle, or cause,' it asks, 'is there about a paper like the *Korea Daily News*? This is a very ingenious method of attack, because a silly superstition exists that people who do things for money cannot be really disinterested. Let the Editor of the *Japan Times* apply this to himself. Moreover, it is a most clumsy proposition, what a saving of face and worry would be caused by the Japanese authorities stepping in and bidding the ex-Emperor of Korea, or whoever it is who is supposed to be the author of the *Korea Daily News* on his wild career. The Editor of the *Korea Daily News* is a paid hireling; and paid hirelings are always capable of conversion to the other side. It would be interesting to hear the views of the *Japan Times* on this question. 'We wonder,' says the *Scoul Press*—

"Appropriately the present as described by the Japanese papers was a locket, for it is said that in the interior was a sheet of paper bearing an inscription written in gold dust as follows:—

"It is with sincerity and great appreciation that we return our thanks to you, sir, for your kindness in sending us a present as a souvenir, together with a letter of condolence with us upon the loss of our most beloved son, whom we have greatly missed. Unfortunately when the peace between your country and ours was once broken, both nations had to meet each other as common enemies, on the field, but as individuals we have never had any ill-will or enmity towards each other. Whether one, vanished from earth like dew, as our son, or whether he survived, but with serious wounds, as your precious son, both are the same in that they were willing to sacrifice their lives for the sake of their Emperor and to pour out their blood for the welfare of their country. Had our son been spared to enjoy his life, and to be with us this day, he would have had the opportunity of meeting his gallant combatant to shake hands with him and show his heartfelt respect towards him. The remains of our son were recently brought home from Manchuria, and his body was interred in the grave of his ancestors. Thus, in commemoration of the two ever-existing graves of our son, one at home and the other on the wild field in Manchuria, we hereby offer this small memento for your acceptance."

The letter was dated Kaporis, May 1908, being signed by the father and mother of the young Russian soldier.

JAPANESE YARN PURCHASES FOR HONGKONG.

THE JAPANESE YARN.

The *Japan Chronicle*, of 26th ult., says:— The improvement in the silver market last few days of the week about 15,000 bales were sold in Osaka for export, including two thousand bales of 20s. of the "Pawcock" brand at Yeojo to Toy, and 16s. of the "Horn" brand at Yeojo to Yeojo, and 16s. of the "Saito" mill, while some hundreds of bales of the Fukushima mill were disposed of at Yeojo on Friday above, about 2,000 bales of different mills being sold. The buyers were chiefly Chinese firms at Kawaguchi, the Mitsui Bussan, and the Nippon Meika, Kaisha, and destinations are said to be North China, Shanghai, and Hongkong. A large business was done on Saturday, the "Blue fish" of the Kansai-guchi realising Yeojo to Yeojo.

As already reported, the contract has been cancelled of the machine and plant for 20,000 spindles out of 40,000 ordered from Messrs. Platt & Co., of England, through the Mitsui Bussan Kaisha, for the late Diesel Spinning Company. The order was given during the business boom, when the company was floated, but it has since been amalgamated with the Fukushima Spinning Company of Osaka. It has now been decided that the contract for the remaining part of the order should also be cancelled.

A meeting of the board of directors of the Fukushima Spinning Company last week agreed to set aside a sum of Yeojo, to be paid as an indemnity for the cancellation. The proposal to purchase the spinning mill of a certain spinning company in the Chugoku district with the first instalment of the capital of the Diesel Spinning Company, amounting to Yeojo, has also been dropped.

The land purchased at Takasago for the company's mill will be retained until the estate and land market improves.

The Kyoto Cotton Flannel Company proposes to issue debentures to the amount of Yeojo,000,000 and to change its name to the Nippon Seifun Kaisha (Japan Cotton Weaving Company). The proposal is to be placed before a general meeting called on the 7th of next month.

It is believed that no dividend will be paid for the present half-year by the Silk Spinning Company of Kyoto.

The material purchased by the company last year ranged about 35 per cent higher than present prices.

The difference may be offset by the cheaper purchases.

Cotton yarn and fabric produced by

Mr. Stevens, which appeared in the mixed script edition of the *Korea Daily News* for the 17th of last month—the *Japan Mail* only reproduced it in silk yarn up to Yeojo, and was roughly valued at Yeojo,000,000.

It is estimated that the *Japan Mail* will be engraved upon it an inscription in Russian.

The parents and family of the young soldier live at Nihonbashi-ku, Tokyo. On the 18th instant the father, who is a joiner by trade, was not a little surprised at being handed by the postman a small parcel addressed to him in a foreign language. The man sent for an acquaintance, a student versed in Russian and by his help it was ascertained that there was no mistake, and that the parcel was really addressed to the man to whom it had been delivered.

The mysterious package was then handed over by the postman to the young soldier, who had been greatly interested in some curious persons, when these fell from the parcel a small flat object, richly and tastefully ornamented with gold and silver.

The inscription on the following effect:

"We, the parents of the late Lieutenant

Alexander Jinchui, of the Cavalry, of the

19th of March, 1904 [O.S.],

appreciating the treatment of a chivalrous

man in the field of war, and

the love of our son, whom we

had been delivered.

The mysterious package was then handed over by the postman to the young soldier, who had been greatly interested in some curious persons, when these fell from the parcel a small flat object, richly and tastefully ornamented with gold and silver.

Portuguese Consulship.

MR. J. J. LEIRIA GAZETTED.

A POPULAR APPOINTMENT.

10th inst.

In our issue of the 21st April last we stated:—"It is rumoured that a private telegram has been received in the Colony announcing the appointment of Mr. J. J. Leiria, Vice-Consul, and Consul-General for Portugal in Hongkong, in succession to the late Mr. A. G. Rondono.

"A representative of this paper interviewed Mr. Leiria this forenoon in connection with the report. Mr. Leiria had had no intimation of the news nor has he received any official despatch from Lisbon thereon.

"Should the rumour be confirmed from Lisbon we have no doubt that Mr. Leiria's appointment to the Consul-General for Portugal in Hongkong will be received with satisfaction by the local Portuguese community."

That the report we gave two months ago as a rumour was absolutely correct is corroborated by an official despatch received by Mr. Leiria from the Minister for Foreign Affairs in Lisbon by the English mail today. The despatch is dated 7th May, 1908, and conveys the gratifying news that Mr. J. J. Leiria has been appointed Consul for Portugal in Hongkong. The despatch encloses a copy of the *Diário do Governo* of Lisbon, of 12th idem, in which Mr. Leiria's appointment is officially gazetted. The notification making the appointment is dated the 23rd April and the telegram to which our first report referred must have originated from an official controlling "inside" information at the Portuguese Capital.

We understand that Mr. Leiria is in receipt of a telegram from Conde d'Arqas, the King's private secretary, tendering his felicitations to Mr. Leiria. Throughout the day Mr. and Mrs. Leiria were the recipients of hearty congratulations from almost the entire Portuguese community in Hongkong by whom the appointment is popularly acclaimed.

While offering our congratulations to the Portuguese gentleman upon the distinction thus conferred upon him, we trust it may not be long before we shall have the pleasure of recording his appointment to the Consul-General-ship for Portugal in this Colony.

SHIPPING SUBSIDIES IN JAPAN.

PROPOSED REVISION OF EXISTING LAWS.

It is reported that the Department of Communications has in contemplation the appointment of a commission for the investigation of shipping subsidies. The idea is to inquire into the results obtained by the law for the encouragement of shipbuilding and navigation now in force, and the necessity, or otherwise, of their revision. At the same time the Director of the Shipping Bureau will be dispatched to Europe and America for the investigation of the practice in vogue in the West in similar matters. Writing with reference to this subject, the *Yomi Shimbun* remarks that an amendment to the two laws referred to above has more than once become the subject of discussion in the Diet, and as the term of contract for the subsidy of the European and American steamship lines will expire at the end of the next fiscal year it is not unnatural that the attention of the authorities should be directed to the matter. The laws for the encouragement of shipbuilding and navigation were framed and put into operation in 1896, and the grant of special bounties to the European, American, Australian, Bombay, and some other lines came into force during 1899 and 1900. The amount of the special bounties paid during the past nine years has reached 60 million yen, while the total shipping subsidies for the current year is estimated to reach the sum of 12 million yen.

The expenditure of this amount for the purposes of the development of the maritime trade may seem too large in comparison with the amount spent by other countries for similar purposes, continues the *Yomi*. It should be remembered, however, that the protection given by the Government has materially helped the extension of the shipping trade abroad as well as the growth of direct trade. The amount of the money annually earned by Japanese ships from foreign countries in the transport of cargo and passengers is put at 200,000,000. Further, the important part played by the Japanese merchant marine in the Japan-China and Russo-Japanese war will be fresh in the memory of all. A certain foreign critic went so far as to assert that without the help of her mercantile fleet Japan would not have been able to obtain so decisive a victory in the late war with Russia. At any rate, the granting of subsidies for the carrying of mails and for other objects is a measure generally followed by many civilised countries, though there are of necessity different methods adopted by them, according to the conditions and circumstances prevailing in their countries. The object aimed at by all countries in thus subsidising their merchant marine is the development of trade in time of peace and its employment for warlike purposes in time of war. Generally speaking, continued our vernacular contemporary, Japan's efforts in this direction have been successful. The Bombay line, for instance, has already become self-supporting, while the other oversea lines, despite the keen competition of strong rivals, are making steady progress. As a result of the investigations to be undertaken, the Government may perhaps find it necessary to readjust the amount of subsidies but it would be unwise to endanger, by a parsimonious policy, the foundation of an industry which has been nurtured with so much care.

It would be interesting to know on what authority the *Yomi* states that the Bombay line is self-supporting. We believe it is true that the line obtains no direct subsidy from the Government, but we understand the line is worked by vessels which have been granted to the Nippon Yusen Kaisha by the Government, and in that case the line can scarcely be said to be supported by its profits.

THE NEW IMPERIAL YACHT.

The *Yung-ho*, a steam yacht for use on inland rivers or lakes, which was recently presented to the Chinese Court by the Japanese Government, was built at the Kawasaki Dockyard, Kobe. Her length is 65 feet and tonnage 45. She is propelled by paddle wheels. In point of size, the yacht cannot be said to be much superior to others, but its decorations, designed by Mr. Kichirō Yamanaka of Osaka, are a blending of Chinese and Japanese art, the ceiling being adorned with sculpture of flowers and birds, and the walls embellished with drawings of giraffes. The tables and chairs also show excellent workmanship and the curtains are extremely fine. The Dowager-Empress spends every summer in a boat on Lake Hwung Ming. An old style boat and two steamboats built at Tientsin have hitherto been employed. The Chinese Emperor is so highly pleased with the gift that His Majesty himself gave the name of *Long-Pao* to the yacht, evincing his desire for a permanent peace between the two neighbouring countries, and bestowed rewards on the artisans and engineers.

OPIUM HOUSES IN SHANGHAI AND HONGKONG.

On the 5th ult. Mr. T. C. Taylor asked whether in the Chinese ruled city of Shanghai opium dens had all been closed since June last; whether in every foreign settlement in China, except Shanghai, the opium dens had been for some time past shut up; what action the municipal council of the international settlement of Shanghai had taken to close the numerous opium dens they now license; and whether they had fixed a date, and, if so what date, after which all their opium dens shall be closed.

Sir E. Grey: The reply to the first question is in the affirmative. No opium dens exist at present in any British concessions in China, but I am unable to say whether that is the case in all other foreign concessions. On March 20 the raters of the Shanghai international settlement adopted a resolution whereby the number of opium houses was to be reduced by a quarter from July 1 next. The chairman of the municipal council explained at the time that this was part of a programme of periodical reductions leading to complete abolition in two years or less. The Viceroy of Nanking is stated to have expressed his satisfaction at this measure.

An hon. member asked if any compensation had been awarded to license-holders.

Sir E. Grey: I am not aware of any. (Laughter.)

Mr. T. C. Taylor asked the Under-Secretary for the Colonies whether he was aware that in a large number of the chief cities of China all open dens had been closed by order of the Chinese Government; whether he was aware that in Hongkong the Colonial Government derived a considerable revenue from licensing opium dens; and whether the time had at length come when steps should be taken to terminate the opium traffic in that colony.

Colonel Seely: I understand that the reply to the first paragraph of the question is in the affirmative, but as regards the second, that it is scarcely accurate to refer to "a considerable revenue" as the amount to be derived from licences for 1908 would appear to amount to only £18; the third paragraph, as my hon. friend will agree, is difficult to deal with in question and answer, but I gather I may have an opportunity of expressing the views of His Majesty's Government on the matter in the course of debate to-morrow evening.

TRADE-MARK PROTECTION IN CHINA.

The Trade and Merchandise Marks Committee had had under consideration a communication from the Foreign Office, with an enclosed memorandum from the Shanghai Custom-house, which is one of two branch offices of the Bureau for the registration of trade-marks, the other being at Tientsin. The memorandum explained that the proposed Trade Marks Regulations submitted by the Chinese Board of Trade in 1904 were not agreed to by the foreign representatives, and that a large number of trade-marks had already been filed. For the sake of a record, the marks were numbered in a special series according to date of receipt. The receipt given to applicants merely stated that a certain mark had been received and recorded "preceding the coming into force of the regulations governing the registration of trade-marks in China," and that they bore a number in the trade-mark series already mentioned. The memorandum continued that the matter remained *in statu quo ante*. The Customs would afford what moral support they could in case of infringement. A merchant would not be bound to register, or any of his recorded marks when the patent rules were eventually promulgated, if, for any reason, he wished to withdraw his application. The sole advantage of recording a trade-mark was the right of priority it gave of having the trade-mark dealt with before others once the law was put into force. This, the Trade Marks Committee were inclined to believe, meant that the provisional recording of a mark gave the right, not of registration, but of being dealt with first when the registration office became open to everyone. The Committee desired that a letter should be addressed to the Foreign Office with particular reference to the extent of this right of priority re-emphasising what had been stated in previous correspondence, and expressing the hope that it was not designed that recorded marks should—because of their being placed on the record at Shanghai or Tientsin—be necessarily registered.

MANCHESTER CHAMBER OF COMMERCE.

At an ordinary meeting of the Board of Directors of the Manchester Chamber of Commerce, held on 9th ult., Mr. Francis Atworth presiding, the following, amongst other topics, were treated:

THE RETURN OF SIR ROBERT HART.

At the instance of the India, China, and Colonial Committee, the Board resolved to seek its opportunity of recognising and showing appreciation of the very great services to the commercial community of Sir Robert Hart, the Inspector General of Chinese Customs, who is now en route for England, after 47 years' service in China.

The secretary was instructed to communicate with Sir Robert, by cable, at a port of call, inviting him to visit Manchester for the purpose of receiving an address from the Manchester Chamber of Commerce.

JAPANESE EXPORTS AND LOTTERY TICKETS.

The same committee had, before them full information from the Hongkong Chamber of Commerce. They suggested that a reply should be sent to the effect that the Board had no objection in denouncing the introduction of a lottery-system by Japanese traders as a means of stimulating the demand for Japanese yarn, but that it did not appear to the Board that the Manchester Chamber of Commerce could usefully intervene with a view to checking the practice, subversive though it was of all ordinary principles of commercial morality. It appeared to the Board that the Government of Hongkong could, at their discretion, put a stop to the circulation of the bales of yarn containing these lottery tickets. As far as regarded the British settlement at Shanghai, it appeared that the Municipal Council "would regard the practice as a breach of the regulations prohibiting the sale of lottery tickets within the settlement," and that they were taking action accordingly. In the opinion of the Board this matter was not a legitimate subject for diplomatic action by the British Government, either as regards Japan or China. In all probability the scheme would defeat its own ends, as already there were indications that the Japanese spinners would abandon the lottery system. The Board authorised the despatch of this communication to the Hongkong Chamber.

TRADE-MARK PROTECTION IN CHINA.

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HONGKONG'S SHIPPING.

We are once more reminded of the importance of Hongkong as a great shipping port by the annual report of the harbour master of the colony. From a glance at the detailed figures, it appears that the total of the shipping entering and clearing at ports in the Colony during the year 1907 shows an increase of 77,900 vessels of 3,281,042 tons, when compared with the corresponding figures of 1906. The greatest part of this is due to internal traffic. There was a considerable increase in foreign ocean vessels, wholly due to the Japanese firms increasing their carrying trade. Having regard to the fact that the question of the nationality of the officers and crew manning the mercantile marine is engaging the attention of politicians in England, it is interesting to ascertain the proportion of British, and foreign men engaged in the shipping frequenting a port of the importance of Hongkong. In 1907, according to official statistics in the case of the British vessels, 3,444 of the officers were British, and the remainder were Danes, Dutch, Norwegians and Americans, or 14 in all, a proportion of foreign officers of 0.4% per cent. Altogether the report is a gratifying one and shows that Hongkong still maintains its pre-eminent position as the second port of the world. —*L. & C. Express.*

THE COTTON YARN LOTTERY SCHEME.

According to a Tokyo message, nothing has yet been heard at the Foreign Office from the Japanese Consul about the prohibition in the Tokyo Chamber of Commerce on Wednesday afternoon, presided over by Mr. Kondo, President. After the business report already published was announced, the chairman rose and delivered a short speech to the following purport:—During the term there is nothing particular to be stated on the condition of the company's business, which was rather calm and uneventful. But quite the reverse is that for the coming term, there being enough to give them much consideration. Whereas hitherto the rivalry and competition between or among the contemporary concern have been the only thing to occupy the care and attention of the authorities concerned, there has appeared of late many unfavourable problems such as the financial depression, commercial inactivity, silver slump, Chinese boycott and others. In fact of these and such other adverse matters the company has to meet emergencies with a calm and circumspect attitude.

The following accounts and distribution were submitted and unanimously adopted:—

Gross receipts	14,416,288
Disbursements	14,048,893
Net profit	367,395
Brought from last term	307,882
 Totals	1,775,278
To legal reserve	73,369
To bonds	71,358
Dividend (10% per annum)	1,100,000
Special dividend (3% per annum)	300,000
Carried to next account	310,551

At the extraordinary general meeting, subsequently held, the following resolutions were submitted and passed with one accord:—(1)

That the present Tokyo branch be converted into a sub-branch; (2) That the branch offices at Osaka, Yokohama and Fusan and sub-branches at Nemuro, Aomori, Nagoya and Gensany be discontinued; (3) That the fixing of the date of the enforcement of the above decisions be committed to the board of directors. The intention to close Nagasaki, Chemulpo and Tientsin branches has been abandoned owing to the authorities' advice and suggestion of the local people.

A GUNBOAT SQUADRON FOR SHANGHAI.

The Peking correspondent of the *N. & D. News* writes on 24th ult.:—Viceroy Tuan Fang reports the establishment of a squadron of Chinese gunboats to keep the peace on inland waterways adjacent to Shanghai. The squadron which is the work of H. E. Jui Tsieng, the Chinese Customs at Tientsin and officer in charge of the suppression of pirates and salt smugglers, is to be composed of eight light draught river gunboats, twenty-four Chinese wooden gunboats, and sixty-eight sampans. These are to be built and maintained by Kiangsu and Chekiang. The squadron is to be placed under the command of *o're* Commander-in-Chief who will receive his orders directly from the Viceroy and the Governors of Kiangsu and Chekiang. Besides the Commander-in-Chief, there will be two Sub-Commanders, eight first class captains, twenty-four second class captains and sixty-eight lieutenants, while each foreign-built gunboat is to be manned by sixty marines, and each Chinese boat from thirty-five to forty marines and each sampan by ten men. The total strength of this squadron is about 2,000 officers and men and its headquarters will be at a central place on the Taiboo. H. E. Jui Tsieng has nominated Colonel Tsui Yilin to be Commander-in-Chief. The sampans will be used for pursuing pirate boats in the small rivers and streams where the foreign and Chinese gunboats cannot penetrate.

Arms will be supplied by the Kiangsu and Fusan, and the officers and men are to be selected from among the certified students of the Naval College at Nanking and from the ships of the Peiping and Nanking squadrons.

The total volume of trade for the last five months is less than it was for the corresponding period in 1907.—*N. & D. News.*

JAPANESE TRADE.

A TURN OF THE TIDE.

Tokio, June 1.

The trade returns for the last eleven days of May show an excess of exports over imports for the first time since January.

The total volume of trade for the last five months is less than it was for the corresponding period in 1907.—*N. & D. News.*

THE STATE'S SUNDAY LABOUR ORDINANCE.

The Sunday Labour Ordinance passed in 1892 forbids any loading or unloading of cargo on Sundays within the waters of the colony or the Straits Settlements, the mails being exempted from its operation. The Governor may also exempt other vessels on cause shown and a fee paid. The law has caused hardship, and is inconvenient and injurious to trade, as it compels vessels to waste a day in harbour doing nothing, or to so time themselves as not to arrive in the colony on Saturday unless they can get clear before Sunday. A committee has been sitting to report on its working, and members of the leading shipping firms have been examined as witnesses, the views of the bulk of whom have been hostile to the advantage of the Ordinance. All are agreed that the restriction should be limited to the hours between 6 a.m. and 3 p.m., and the committee have recommended in favour of that limitation, and that permits to work should be issued at a fee comparatively small, but they have not advised the immediate repeal, though they suggest that "its suspension" should be a matter of consideration to the seamen by some person competent to do so before they were engaged.

Mr. Churchill: The law will be most strictly enforced.

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LEGISLATIVE COUNCIL.

A meeting of the Legislative Council was held in the Council Chamber last Thursday. Present—His Excellency the Governor, Sir Frederick Luard, K.C.M.O., His Excellency Major-General Broadwood, C.B.; Hon. Mr. F. H. May, C.M.O. (Colonial Secretary); Hon. Mr. W. Rees Davies (Attorney General); Hon. Mr. A. M. Thomson (Colonial Treasurer); Hon. Mr. W. Chatham, C.M.O. (Director of Public Works); Hon. Capt. Basil R. H. Taylor, R.N. (Harbour Master); Hon. Mr. E. A. Irving (Registrar General); Hon. Dr. Ho Kai, M.B., C.M.O.; Hon. Mr. Wei Yuk; Hon. Mr. Murray Stewart; Hon. Sir Harry Barkley; Hon. Mr. H. A. W. Slade and Mr. C. Clement (Clerk of Council).

MINUTES.

The minutes of the last meeting were read and confirmed.

FINANCE.

The Colonial Secretary laid on the table the report of the Finance Committee No. 9.

THE SUPPLY BILL.

Council resumed committee on the Bill entitled "An Ordinance to authorise the appropriation of a supplementary sum of one hundred and sixty-six thousand, seven hundred and thirty-six dollars and eighty-five cents, to defray the charges of the year 1907." The Bill was reported without amendment.

On the motion of the Colonial Treasurer, the Bill passed through Committee.

OPIUM EXPORTATION.

Further consideration of the Bill, entitled "An Ordinance to prohibit the Exportation of Prepared Opium to China," was not proceeded with at this meeting.

SAFETY OF POISONS.

The Bill entitled "An Ordinance to provide for the registration of Chemists and Druggists and to regulate the sale of poisons," was deferred till next meeting.

PUBLIC HEALTH BILL.

Council resumed consideration in Committee of the Bill entitled "An Ordinance to amend the Public Health and Building Ordinance, 1903, and the Public Health and Buildings Amendment Ordinance, 1903."

His Excellency the Governor, referring to the resolution submitted at the last meeting of the Council by Mr. Murray Stewart, said he was told the proportionate cost falling on the Government by way of compensation was \$5,000 as against \$1,200 by the two owners of the adjoining houses. The Government would bear rather more than two-thirds of the improvement instead of one-fourth proposed by the senior unofficial member last June. And the Government proportion would be much higher if the walls did not need strengthening. Would this scheme deprecate the value of property and make investors in mortgages uncertain of their investments? Assuming the capital to be spent by the owner to \$1,200, if the interest on that sum were added to the rental of the property it would no doubt be regarded as an extra encumbrance and as an additional Crown rent. To meet that objection it was proposed that the owner should pay the whole of the cost at one time or carry it out at his own expense. The owner by paying this sum down obtained value of more than double the expense and the houses were really capable of accommodating 43 instead of 38 persons. It was asked why in the face of such advantages this scheme had not been adopted before by owners of property? The Colonial Secretary pointed out that these advantages could not have been obtained until the clause in the Bill was passed reducing the cubic area demanded under special conditions. He thought the clause as it stood should command itself to the Council. Another point was—is this measure calculated to improve the sanitary condition of the city? The answer to that was, he thought, made abundantly clear in the speech of Mr. Pollock last year and also in the speech of the senior unofficial member speaking in the resolution. All agreed that the scheme as put forward was the best from the sanitary point of view, apart from the question of finance. The resumption of properties had not been successful in this Colony. A resumption scheme was necessarily very large and one which involved a large immediate outlay, whereas this scheme could be proceeded with gradually. It was urged that the roof of the third house might become a receptacle for rubbish from the adjoining houses. He thought it should not be beyond the resources of the police and police courts to deal with that matter by the infliction of fines or other punishments. It had also been said the roof would be certain to leak but that was a question for the engineers and he did not think the engineers were afraid of the difficulty. Another question was—Will this scheme involve the Government in heavy expenditure beyond the resources of the Colony? It was much less costly than the present policy of resumption and could be applied piecemeal. The clause, also, reserved to the Governor-in-Council the right to put this scheme into operation. He thought therefore the scheme had much to recommend it from every point of view and he hoped the Council would adopt it unanimously in principle, the details being worked out afterwards.

Mr. Murray Stewart, said: Speaking as the mover of the deletion of this clause, I desire to say that as far as I am concerned, I did not fully appreciate the effect of the alteration which had been introduced into it. For that I submit we are not to blame. It was not until the meeting had actually opened that the new draft of the clause was passed along to where I sit and a lack of comprehension in understanding of its contents was entirely excusable under the circumstances. The terminology is not so simple an order that he who runs may read. It is true that the concession made in no way affects either the structural difficulties on which, I insist, or the objection which I put forward on Sanitary grounds. As regards the structural difficulties I am willing to withdraw my objections in view of the frank acceptance of the Government's responsibility in the matter of providing against the attendant risks—a matter in which the Colonial Secretary has practically staked the reputation of the Director of Public Works. And as regards the prospect of the walls formed by the demolished upper stories being treated as convenient receptacles for shot rubbish by the occupant of the building house it has been represented to me that this aspect of the question will naturally engage the attention of the Sanitary Department for which, under its new executive head, the Government will be equally responsible.

But the concession made does affect that aspect of the question upon which I laid most stress. It does minimise the objection which I raised to the introduction of a new and undesirable element of uncertainty into the conditions of the ownership of property. I say it minimises the objection. The element of uncertainty remains, but it is obvious that a contingent liability to contribute towards the cost of improvements is less of an objection than a similar liability to contribute towards the cost of improvements and compensation as well. The degree of objection originally raised on the score of the proposed new financial effect upon property, I think, is, an erroneous judgment, and I am inclined to repeat the deletion of the clause, but only on the proviso that the Government accept the responsibility for the period of three years.

accredited unofficial authorities on questions relating to property in this Colony. I understand that the opinion of these recognised authorities on property has undergone considerable modification as a result of the concessions made in the matter of compensation and that in their opinion the reasonable objection is not serious enough to warrant continued opposition to the proposal in these circumstances. I do not feel justified in pressing my individual objection to the clause on this ground. 1 object in principle to the imposition of vague and indefinite contingent liabilities upon any property of my kind unless it can be shown to be an absolute necessity of the public welfare. I am not persuaded that this necessity has been made out. But I am not prepared to ride my own idea to the death. This view of the matter is now, I understand, shared by my unofficial colleagues. But though we are agreed about this we are also agreed in viewing with a certain amount of uneasiness the nature and extent of the power which this clause as it stands puts into the hands of the medical officer of health.

However well assured we may feel that the present occupants of the offices upon which the responsibility rests are worthy of our unquestioned confidence, we cannot commit the community to indefinite trust in the future and I for one think, and I hope others will support me in saying, that the public would prefer to have the practical working of the clause, made subject to public discussion. Publicity can be obtained for discussions upon it by reverting to the original wording of the first of the clause which placed the initiative with the M.O.H. It was for him to represent to the Sanitary Board and for the Sanitary Board if they approved of his proposals to pass on his recommendation to the Governor-in-Council.

There seems to be no good reason why the Government should seek in throw a veil of secrecy over the reasons advanced by the M.O.H. for the demolition of insanitary property. I am very ready to recognise the necessity that exists for many kinds of State business being conducted with the secrecy that can also ensure despatch, but business of this sort does not seem to create any necessity for either secrecy or despatch.

Of course if the Governor-in-Council had to confess his inability to carry out the recommendation of the Sanitary Board owing to the state of the local exchequer he might conceivably prefer the Executive Council with its closed doors, as a confidential box, but I think the community have a right to be consulted in such a case. In such a case the Governor-in-Council would be able to throw the responsibility back upon the community. He would merely have to state his reasons and put the problem thus for the consideration of the taxpayers of the Colony: "If you think the work of demolition sufficiently urgent to justify us in imposing fresh taxes, I am willing to impose fresh taxes, it is a matter for the community to decide." This would be a public benefit inasmuch as it would saddle public criticism with the weight of the proposed increase in the burden of taxation and would be a useful means of testing the sincerity of any outlay made, for drastic measures. Discussion in such matters should be encouraged. Discussion in such matters should be encouraged.

And both publicity and discussion should be welcomed by the Government in all matters in which their actions are unhampered by inconvenient orders from Home. If the Government are prepared to accept the suggested amendment in the spirit in which the suggestion is made it will be an earnest that the unofficial members have not been unduly confounding in agreeing to withdraw the motion for the deletion of the clause. Before withdrawing it we should like to have a statement on this point. I desire to make an advance which will honourably cover a retreat, but before moving off the ground, I wish to be assured of the amicable intentions of the Government.

His Excellency the Governor, in reply, said that he had proposed to alter the words "Medical Officer of Health" to the head of the Sanitary department. The object of inserting the words "Medical Officer of Health" instead of "Sanitary Board" was not for any desire for secrecy; the desire was to avoid the possibility of friction. Representations had been made in the past by the Sanitary Board to the Governor-in-Council. The meetings of the Executive Council were not public and consequently the full reasons for decisions had not been made public. The Governor-in-Council had no wish for secrecy and as the sums necessary would have to be voted by the Council then the matter would be discussed as publicly as the Council wished. If the unofficial members thought that was not sufficient he would be prepared to accept an amendment but he wished them to consider the point as to whether sufficient publicity was not already ensured by the fact that any money required for the resumption of property must be brought before the Council and the matter could then be discussed.

Mr. Stewart held that the procedure suggested had the effect of giving an appearance of secrecy.

His Excellency the Governor said it was not a matter that would be actually rushed through. A formal recommendation would come from the Medical Officer of Health or the head of the Sanitary Department. The money voted would have to appear on the Estimates. If it was the unanimous wish of unofficial members that the Sanitary Board should be inserted instead of Medical Officer of Health then he had no objection.

Mr. Stewart—Not instead of but in addition to. The idea was that the recommendation should come from the Medical Officer of Health and be sent up by the Sanitary Board.

The Council proceeded to amend the clause as proposed.

ROBBERY ON THE CANTON WHARF.
COOLIE ARRESTED FOR SNATCHING.

A most barefaced robbery was committed on the Hongkong, Canton and Macao Steamship Company's wharf early last Monday morning. A Chinese woman, an intended passenger by the steamer *Hengtong* for Canton, was boarding the vessel when she noticed an acquaintance standing at the top of the wharf. Retracing her steps the woman, who carried in her hand a handbag containing some \$50 worth of jewellery, approached her acquaintance, and a friendly conversation began. A coolie, who had had his "weather-eye" lifting, seized his opportunity. He rushed up to the woman, snatched the handbag away from her, and dashed down the wharf, and was soon disappeared. In the crowd before the woman had time to raise the alarm, the police, at headquarters were notified. Detective Sergeant Murphy was assigned to investigate the matter, which, we are pleased to state, was marked with success. The sergeant arrested a alleged thief on board a steamer which was on the point of leaving for Canton. Near him was the woman's handbag, which had been torn open, but the jeweller was found intact. The impact, who pleased the chief of police, was unable to repeat the performance, and was remanded to prison for a period of three months.

I say it minimises the objection. The element of uncertainty remains, but it is obvious that a contingent liability to contribute towards the cost of improvements is less of an objection than a similar liability to contribute towards the cost of improvements and compensation as well. The degree of objection originally raised on the score of the proposed new financial effect upon property, I think, is, an erroneous judgment, and I am inclined to repeat the deletion of the clause, but only on the proviso that the Government accept the responsibility for the period of three years.

The American Fleet.

HONGKONG NOT TO BE VISITED.

At a meeting of the Legislative Council last Thursday afternoon His Excellency the Governor said that before commencing the business of the Council he desired to communicate some information in connection with certain telegraphic correspondence between the Secretary of State and himself. On the 1st April he sent a telegram to the Secretary of State proposing, if His Majesty's Government agreed, to invite the American Fleet to visit Hongkong. In reply to that the Secretary of State telegraphed that the Government saw no objection to the invitation which was to be communicated to the United States Government. On the 25th of April he received a further telegram to the effect that the United States Government accepted the invitation. On the 6th of June he telegraphed to the Secretary of State informing him that the American Fleet had told him the American battleships did not contemplate visiting Hongkong. Last night he had received a further telegram stating that the United States Government regretted it would be impossible for the fleet to visit Hongkong owing to the necessity of the fleet returning home by a certain date.

EASTERN EXTENSION TELEGRAPH COMPANY.

The 6th half-yearly general meeting of the Eastern Extension Australasia and China Telegraph Company, Limited, was held on 18th ult. Sir John Wolfe Barry, K.C.B., presiding.

The Chairman said the gross revenue for the year ended Dec. 31 last amounted, in round figures, to £1,304,000, being an increase of £8,000 on that for the corresponding period. This result might be considered satisfactory having regard to the general depression in trade which had recently prevailed in the Far East and elsewhere, and to the keen competition which still continued between the Government's telegraph and the company's system for the Australasian traffic. He was, however, happy to say that they continued to hold their own in this competition, notwithstanding the strong pressure brought to bear upon the commercial community by the local authorities to forward their telegrams by the Pacific route, and the fact that nearly all Government telegrams were sent by the latter route. He could not but think that this was very unfair, and that, as a great British company, they were entitled to an equal share of the Government's business. The working expenses had amounted, in round numbers, to £154,000 or an increase over those for the corresponding period of 1906 of £1,000, of which £1,000 was owing to the fact that cable receipts had been far more numerous during the half year under review than they were in 1906. The company had had to spend over £1,000,000 in connection with a claim made upon them by the owners of the *Agincourt* for consequential damages arising out of the loss of that steamer's anchor and chain when she lost one of the company's cables in the Yang-tze-kiang River. The directors appealed against Mr. Justice Bray's adverse decision, and obtained a unanimous decision from the Lord's Justices of Appeal altering the learned judge's order, and declaring that the liability of the company was limited to making compensation for the sacrifice of the anchor and chain lost, but not further to pay damages resulting from such sacrifice. The action was eventually settled on that basis. Any other result might have been most disastrous to the interests of all those who had laid and were working telegraphic cables. The laying of the company's new direct cable between China and the Cocos Islands had been successfully accomplished, and the line had been opened for traffic since the close of the year. The length of the cable was about 778 nautical miles, and the cost would be charged against the general reserve fund during the current half-year. This new communication should form a useful alternative route for their Far East traffic, and had been in operation when the recent strike occurred among the Indian Government telegraph employees it would have assisted in relieving the congestion occasioned during the early days of the strike. Another quinquennial meeting of the International Telegraph Conference was now being held at Lisbon, judging from what appeared in the newspapers a few weeks ago, considerable misapprehension appeared to have existed on the part of the chambers of commerce and telegraphing public generally as to the action of Governments and cable companies at the conference in regard to the use of artificial words in the code telegrams; but the publication of the Postmaster-General's letter to the chambers of commerce on the subject would have made it clear that it was not proposed to withdraw the privilege, but only to endeavour to have more clearly defined the condition as to the "pronounceability" of artificial words. In many cases code makers had recognised the importance of avoiding combinations which were of doubtful pronounceability, but in some cases an unreasonable use of the concession had been made. Speaking generally of the present report, he thought that it might be considered fairly satisfactory. He concluded by moving the adoption of the report and accounts and the declaration of the dividend and bonus.

The Marquess of Tweeddale seconded the resolution.

Replying to Mr. John Newton, the Chairman said the company most cordially supported coding under all reasonable conditions. It was for the good of the world at large and of the company that coding should be carried out fully, and one great reason in favour of that system was that the capacity of the cables was limited. It was therefore desirable that those who wished to send long messages should be able to put them into a small number of words, so that the cables could deal with the traffic during the busy hours of the day or night, as part of the company's work was coded and only about 5 per cent un-coded. The Eastern, the Eastern Extension, the Western, and the Associated Companies had done everything in their power to help the general public to code their social messages. The motion was unanimously adopted.

The retiring director (the Hon. A. G. Berrick and Sir A. J. Leproc Cope, K.C.B.) were re-elected, and the auditors re-appointed. A vote of thanks to the Chairman, the directors, and the staff terminated the proceedings.

SUICIDE ON THE "KOREA."

THE CHINESE FIREMAN WHO KILLED HIMSELF.

A Chinese fireman on board the Pacific Mail liner *Korea* committed suicide on board ship last Wednesday morning. The man, who was about thirty-five years of age, was found hanging to a piece of rope in the porthole. His body was cut down and removed to the mortuary by the Water Police for examination. It is not known definitely what induced the fireman to take his life in this fashion, but it is believed he was responsible for the loss of the *Korea* on her last voyage, and was held responsible for the damage done to the ship.

The fireman was received and the officers

THE CIVIL SERVICE ESTIMATES.

CHINA, JAPAN, AND THE FAR EAST.

The Civil Service Estimates for the year ending March 31, 1909, are now issued, and we give below the usual details concerning the votes relating specially to China, Japan, and the Far East. The figures enclosed in parentheses are last year's votes, and are given for purposes of comparison. Where no comparisons are made the figures are the same as last year.

DIPLOMATIC AND CONSULAR BUILDINGS.

Under the heading of "New Works, Alterations, Additions, and Purchases" (including works in connection therewith) are the following votes—*China* (Siam): Erection of the house for new Consul, £1,000; *China*, Japan, and Korea: Erection of new buildings, alterations and additions to existing buildings, and acquisition of sites, £12,755 (4,083). The vote in this section of the Far East for the maintenance and repair of campaniles in China, Japan, Korea, and Siam is included in a general vote for the maintenance of campaniles in foreign countries.

THE DIPLOMATIC SERVICE.

China (partly repayable from Indian revenue): Envoy Extraordinary and Minister Plenipotentiary, £6,000; Counsellor, £2,000; Chinese Secretary, £1,000; Chaplain, £2,000; Commercial Attaché, £1,000 and £1,000 for rent; for rent, £1,000; Ambassador, £6,000; Counsellor, £1,000; Japanese Secretary, £1,000, including an allowance of £1,000 a year for superintending the studies of students; Commercial Attaché, £600 and £400 for rent.

Siam: The only vote under this head is £2,000 for the Envoy Extraordinary and Minister Plenipotentiary, Minister, who also is Consul-General. From the statement showing the distribution of Second and Third Secretaries, in His Majesty's Embassies and Legations abroad on Dec. 1, 1907, we note there is one Second Secretary and one Third Secretary at China, one Second Secretary and one Third Secretary at Japan, the salary of which is £1,000 a year. The allowances of £1,000 a year for superintending the studies of students; Commercial Attaché, £600; and £400 for rent.

Japan: The only vote under this head is £2,000 for the Envoy Extraordinary and Minister Plenipotentiary, Minister, who also is Consul-General. From the statement showing the distribution of Second and Third Secretaries, in His Majesty's Embassies and Legations abroad on Dec. 1, 1907, we note there is one Second Secretary and one Third Secretary at China, one Second Secretary and one Third Secretary at Japan, the salary of which is £1,000 a year. The allowances of £1,000 a year for superintending the studies of students; Commercial Attaché, £600; and £400 for rent.

Commercial Attaché, £1,000 and £1,000 for rent; £1,000 for incidental expenses; £1,000 (4,083) for prison expenses, witnesses, deportations, &c., £600; medical attendance, £1,000; relief of distressed British subjects, £1,000.

China—Peking: Surgeon, £600. The votes in the following table are as follows:—Chief Judge £1,000; Consul-General and Registrar of Shipping, £1,000; Assistant Judge, £600; Vice-Counsel, £700; Advocate, £400; Registrar, £505 (4,083); Chief Clerk, £400 (4,083); Interpreter, £310 (4,083); Marahal, £210; Usher, £75 (4,083). Total, £7,015 (4,083). Then come the votes for the Consuls, as follows:—Amoy, £800; Antung (Vice-Consul), £600; Canton, £1,200; Chang-sha, £800; Chefoo, £800; Ching-tu (Consul-General), £600; Chia-chou, £800; Chinkiang, £800; Foochow, £1,000; Hangchow, £800; Hankow, £1,000, and £1,000 personal; £1,000; Ichang, £800; Kiukiang, £800; Kliung-chow and Pakho, £1,000; Mukden (Consul-General), £600; Nanking, £800; Newchow, £700; Ningpo, £800; Swatow, £800; Tientsin (Consul-General), £1,000; Tsin-ko (Vice-Consul), £600; Wu-chow, £800; Wu-hu, £800; Yunnan-fu, £800; Yung-chow, £800. Total, £1,700 (4,083). There are also votes for Assistants and Students, as follows:—Fourteen first-class at £400 a year each, £5,600; thirteen second-class at £350 a year each, £4,550; fifteen apprentices at £350 a year each, £5,250; and £1,000 a year each, £1,000. There are also votes for teachers, writers, or linguists, constables, boatmen, porters, coolies, and other employed or public servants at the different Consulates. The total amount for salaries, allowances, and wages is £6,674 (4,083). The vote for outfit and travelling, including allowances for passage for Consular officer, student interpreters, and others, is £5,000; rent allowances, £1,000; and postage, £600. In this section there is also, under the heading of "Incidental Expenses," a vote of £1,000 (4,083) for allowances assigned to the different Consulates for office expenses, including extra boat hire, boatmen, coolie hire, &c., £600; allowances for purchase of coal. There is, in addition, a vote of £1,000 (4,083) for incidental expenses of mission and Court and Consulates, not included in fixed office allowances, making a total for incidental expenses of £1,474 (4,083). From this £400 is deducted for printing, stationery, postage, and prison expenses, paid from fixed allowances, but chargeable under other sections £1,000 (4,083). The remaining votes, £1,000 (4,083) for medical attendance, £1,000 (4,083) relief of distressed British subjects, £1,000.

THE SHANTUNG MURDER.
JUDGMENT RESERVED.

In the Supreme Court, last Tuesday morning, the Full Court presiding, the argument on the point of law in connection with the sensational Shantung murder trial which occupied the attention of a

THE "POWAN" DISASTER.

STRANDED AT THE GATES OF HONGKONG.

BRITISH GALLANTRY AND CHINESE COMPOSURE.

SURVIVORS' NARRATIVES.

9th June.

It is a *Birkenhead* tragedy over again that we have to record. It is a plain statement of how men of China can stand by their duty in the face of death with perfect composure and without fear. Everybody in Hongkong knows the *Powan* and most trippers have used the boat, but none would have dreamt that she would have come to an untimely end in the way she did.

The *Powan* embarked her complement of passengers and moved from her wharf at 9.00 p.m. last night. There was the usual bustle and something less than 200 passengers carefully took themselves to sleep.

About three-quarters of an hour afterwards, the boat made a lurching sound and finally grated. All the witnesses are agreed on the point that there was but a slight shock followed by another and another. By strenuous efforts on the part of the Captain and Chief Engineer the *Powan* was righted and sent ahead.

She shifted the first reef and went straight upon the second, where she lies now. With a couple of hundred passengers aboard, who were naturally out of their wits for the moment, all was pandemonium; but that was not for long.

As usual, the British officers stood by their posts. The Chinese coolies most of them got excited, but quieted down when they saw or believed there was no immediate danger.

A foolish Chinaman made the first jump over the rail and disappeared. Whether he was rescued or not, it is impossible to tell.

Another Chinaman with his wife in his arms jumped overboard in the excitement of the moment, but they were saved.

The rain was falling at the time and land was only slightly visible, and yet when the ship struck those doomed Chinese stood as one man.

Then the ship struck the second and a third time. That was the end, and we fear to suggest all the details of the stories which were narrated to our representatives. One man with his bride caught hold of a life buoy and was drowned. His newly wedded wife was saved. Another man gallantly put a rope round his waist and after sending two people on board the launch, which had then appeared, went down. It has often been said that the Chinese are not brave; never will those who were present at the *debâche* suggest the same thing again.

After the first telling, the Chinese have been soldiers on the boat mentioned. There were no calls, no shouts, simply an orderly presence.

The news of the disaster percolated through Hongkong shortly after midnight last night. It was impossible to verify the story—it seemed preposterous that a steamer of the calibre of the *Powan*, under her able officers, should have gone down, but the story is that the very same rock on which she founders, in one of the spouts which all Admiralty men fear, the water round her it is supposed to be fourteen and a half fathoms deep, but with a strong tide it comes within the ten to fourteen feet which a boat like the *Powan* takes.

How the *Powan* went down has yet to be discovered. But the grand thing to remember is that once the order had been given to the crew to stand on the after deck there was not a man who moved.

After this, no man can say that a Chinaman is a failure; no man can say that he won't do his duty under difficult circumstances; no man can say that he is less than the heroes of the *Birkenhead*.

It is all very well to say in snug *sanda* that the Chinese are "good," but they stood by their betters, and they went to regions that people who speak a great deal never heard of.

Those Chinese who stood up in presence of death, who proved themselves to be heroes, have the laurel. And their officers, to a man, deserve every praise for the gallantry they displayed which their crew so heroically emulated.

PARTICULARS OF THE WRECK.

The loss of the *s.s. Powan* at the very gates of Hongkong, at an early hour last night, furnishes yet another example of the dangers and risks attending maritime navigation conducted under the very best and most experienced management as the service of the Hongkong, Canton and Macao Steamboat Co., Ltd., can claim for itself. Owning a fleet of the finest steamers trading the riverine waters of South China, the fleet is commanded and officiated by an ample number of British-qualified masters and mates and manned by a competent crew which yield first place to none in their knowledge and local experience of the arduous duties they are daily called upon to perform in the interests of hundreds of thousands of the travelling public annually and of the shippers of tens of thousands of tons of freight, mainly. Under the circumstances, therefore, the loss of the old *Powan*, favourite with the Chinese population both of Hongkong and Canton cannot but be regarded as one of those mishaps of the sea which the maritime records of the world have, unfortunately, to record almost every day out of the three hundred and fifty-five of the year.

An official narrative, cannot, of course, be obtained of the disaster until the Marine Court of Inquiry is held. The officers have necessarily to observe perfect reticence in the meantime. Inquiries at the office of the Company with the members of the staff who are invariably most courteous, elicited information as to general facts which are common knowledge to every body. The details concerning the unfortunate

part of the ship became submerged the pilot observed one or two of the ship's crew alone. In one of them was a European officer and it is believed a few passengers. After considerable persuasion, the pilot ultimately managed to get the Captain on board, but which he did, and how he did it, is not known. The engine-room officers, and the cabin, the remarkable presence of mind. Walks deep in water Chief Engineer E. E. Rodriguez and all second, Mr. E. Robson, and the Chinese firemen never wavered. When there was no more need of their services in the engine-room which had become flooded, they turned their attention to pacifying the Chinese men and women who were the passengers in the hold. All made many efforts to secure buoys and spars for the frightened voyagers. When they had served whom they could they took themselves to the water also holding to such floating wreckage as was nearest at hand. It is related that while the chief engineer was struggling in the water to gain the shore he was held by the arm and leg by a couple of Chinamen who were unable to swim. As he felt his strength giving, way he called on the man to let go their suicidal hold, as by that means he was unable to save either them or himself. Shaking himself from both to whom he flung some handy flotation, he managed to keep his head above water. By this time he was almost completely exhausted. The firemen, who had been taken on board the *Kam Shun*, sang on that their chief was missing. They prevailed upon the master of the launch to look for him. And he did, with what success was related to our reporter by a Chinese fireman. After circling about, we had the unspeakable joy of seeing a European in the water. Our second engineer, Mr. Robson, and another European threw out a rope to him; he held it and was hauled aboard the *Kam Shun* in a state of great exhaustion.

A gallant rescue was made by one of the ship's officers, Chief Officer A. E. Brown jumped into the water immediately after the ship founded, and gallantly rescued a Chinese woman, and swimming some distance, succeeded in reaching a boat into which he assisted her. It might be mentioned that Mr. Brown was fully dressed at the time, thereby increasing his difficulties. Mr. Brown, it will be of interest to learn, is the proud possessor of a Bellio's medal, which he earned as chief officer of the *Wingfat*.

On board the *Kam Shun* were the following officers:—

- Mr. A. H. Brown, chief officer.
- Mr. C. P. Archer, purser.
- Mr. E. E. Rodriguez, chief engineer.
- Mr. E. Robson, second engineer.
- Mahomed Zan, Malay pilot.
- Mr. Gomez, tally clerk.
- Indian watchman.

Most of the firemen, and about half a dozen passengers. None of the crew are missing. Of the steamers which came to the *Powan's* rescue were the *s.s. San Cheung*, *s.s. Kwong Tung*, and *s.s. Kinshun*—all outward bound to Canton. To these vessels the *Kam Shun* transferred almost all the survivors with the exception of those just named. Capt. Black and Mr. E. M. Evans, second officer, got safely on board the *Kinshun*, subsequently transferring on board a steam-launch in which they stood by the wreck.

Capt. Branch, of the *s.s. Kinshun*, told of his Chief Engineer, Mr. H. Smythe, to proceed on board the *Kam Shun* to Hongkong to report the disaster. The *Kam Shun* arrived Hongkong shortly after midnight and news of the stranding was promptly communicated to Mr. W. E. Clarke, secretary of the Hongkong, Canton and Macao Steamboat Co., Ltd., and Captains R. Innes, marine superintendent of the Joint River Steamboat Companies.

The *San Cheung*, *Kwong Tung* and *Kinshun* proceeded on their voyage to Canton where they will disembark that majority of the survivors of the wreck.

THE DROWNED.

So far as can be positively ascertained, the number of actually drowned is seven or eight. That is, we believe, the casualty list. Capt. Black has been able to make out, although it will be seen from subsequent narratives that the number is variously given at between 40 and 50. Chinese reports estimating as many as over a hundred. That these latter figures are merely guess work can easily be understood when it is stated that no information has yet been received in the Colony by wire of the number saved who have been carried on board the three steamers to Canton. That the smallest figure is probably the most accurate will be borne out by the fact that the police launches—No. 1 and 2—put out this morning for the scene of the wreck and have reported no further casualties.

In the afternoon the directors of the Tung Tung hospital chartered a launch to proceed to Mirwan Island, near where the wreck is lying, off Capesimoon Pass, practically nothing can be done to scavenge duty, in case any corps may be found floating. At time of writing, the launch had not returned from her mission.

The Government tender *Stanley* also visited the wreck. In the afternoon several launches, parties, both European and Chinese, were organized and proceeded to view the stranded vessel.

A SURVIVOR'S PARTY.

Arrangements were completed at noon to-day between Capt. Innes and Mr. Robert Mitchell, chief manager of the Hongkong and Whampoa Dock Co., to despatch a survey party to examine the wreck. Mr. Mitchell conducted the party in person, he took with him Mr. White, of Kowloon Docks, and another European diver with a complete diving outfit. From the position of the wreck as described to our reporter there is little hope that the *Powan* can be refloated. Her back is practically broken. All her upper woodwork has been washed away. The launch *K. 6* had not returned at 5 p.m.

A SURVIVOR'S NARRATIVE.

One of the survivors of the disaster was seen by a representative of the *Hongkong Telegraph* to these calls for assistance the *Kam Shun*, of the Tak Kee firm of steam-launch owners, he was seen in his house in Bridge Street. He was attired in a suit of pyjamas—all he possessed—having lost all his clothing and belongings in the wreck.

THE "KAM SHUN'S" ASSISTANCE.

Midnight has already been made of the very excellent services rendered by the steam-launch *Kam Shun*, but for whom timely arrival and the able manner in which the rescue work was conducted under the directions of her Chinese master, the casualty list which, happily, is comparatively very small might have been considerably augmented. As it happened no great praise cannot be bestowed upon the master and crew of the Chinese launch who entered with a spirit and determination to save as many from drowning as was physically and humanly possible to the vessel in distress, and the first measure was to launch the necessary number of boats for rescue work. The boats lowered were—One rig, the No. 1 lifeboat and the No. 6 cutter. The lifeboat was sent out on their errand of mercy in charge of Mr. J. H. Davy, the chief officer. He soon gathered his boat cast off the side of the ship which had been instrumental in saving a few lives, but the others were to prove

to be found in the water. Following the *San Cheung*, first mate was Capt. Black of the *Powan*, who briefly narrated the events to the earlier boat of that vessel and concluded by stating that all the passengers and crew of the *Powan* had left the wreck. In the meantime Mr. Davy's boat of three, pursued their course, going around the wreck and scuttling the water well away to leeward. He continued his rescue by the fishermen and the *Kinshun* had been carried out that the *Kinshun* could find no trace of a living creature over the water over the entire distance. As reported yesterday, Capt. Innes, the Company's marine superintendent, when the *Kinshun* had completed her self-imposed duty, she weighed anchor and shortly after 3 a.m. resumed her journey to Canton.

The number of survivors transferred to the *Kinshun* from the *Kam Shun* was:

- Ten passengers, one of whom was a woman; and
- Fourteen of the crew, all of whom were Chinese.

The *Kinshun* lay not more than a ship's length off the *Powan* and right abreast of her. It is worthy of note that while she was at anchor there were continual rain squalls, so heavy as to be positively blinding at times. Capt. Black did not remain long on board the *Kinshun*. After getting a change of clothes, he went back to the wreck in his own boat, in the pouring rain. While he crossed over to the *Kinshun* the second mate was left with some of the crew to stand by the wreck in order to prevent looting, if any was contemplated.

CANTON'S PRACTICAL SYMPATHY.

Writing from Canton under last evening's date, our correspondent states:—"At the early hour this morning, on learning the sad tidings of the accident which had befallen the *Powan* at Capesimoon Pass, the Canton Fong Pin Hospital at once despatched a special steam-launch with a number of coolies to proceed to Hongkong and to cruise near the wreck for the purpose of recovering any dead bodies that they may find floating in the sea."

"A number of the passengers who were on board the *Powan* and were rescued by the *s.s. San Cheung* and *s.s. Kinshun* were brought to Canton on board these vessels to-day."

THE TUNG WA'S WORK.

The *Tung Wa* hospital's launch, which had proceeded at 1 p.m. yesterday to do scavenging duties, returned at 7.30 last night. No bodies were found. The launch set out again at 3.30 a.m. to-day, and was followed by another launch with a party of Chinese gentlemen at 4.30 a.m. Nothing was seen.

THE OFFICIALS' INSPECTION.

Mr. W. E. Clarke, Capt. Innes, Second Engineer Robson and Purser Archer left for the wreck in the forenoon to-day. The official party returned about 5 p.m. and had no information to communicate for publication.

SIGHTSEERS.

The parties of sightseers who ventured out yesterday afternoon were not rewarded with much of a sight. In fact, beyond the derelict wooden superstructure towed near the beach there was nothing of the wreck to be seen. The launch returned about 7 p.m. There were two police launches, a *Tung Wa* hospital launch, one chartered by the Steamboat Co., the *Nan* with Mr. Chao Leep Chee's party, and several private launches. This morning no less than ten launches were sighted near the wreck.

INQUIRING FRIENDS.

The office of the Hongkong, Canton, and Macao Steamboat Co. was besieged by an army of men and women who called in regular streams throughout the day with inquiries as to their missing relatives and friends. As many of the latter were landed at Canton the glad tidings were communicated to the weeping inquirers who left the office with the grateful hope of receiving good news later in the day.

CASUALTY LIST.

A summary of the casualty list may be compiled from the foregoing report. It is as follows:

Discharged at Canton:—

- By the *San Cheung* 17
- By the *Kinshun* 59
- By the *Kam Shun* 24

Total Survivors 80

On her fatal voyage the *Powan* carried:

- Crew 56
- Passengers 24

Totals leaving 80

unaccounted for in dead and missing. As the fishing boats must have rescued several, the number of drowned is, fortunately, reduced to a minimum.

THE DIVERS' OPERATIONS.

We mentioned yesterday that the Dock Co.'s launch *K. 6* took a party of divers to survey and examine the wreck. The Company's chief manager, Mr. R. Mitchell, superintended operations which were unfortunately hampered by the conditions of the weather. As the light was obscured by rain clouds the divers could not make a thorough investigation. The wreck lies on a mud and sand bottom in about ten fathoms of water. Apparently, as far as it could be judged the bow sustained the greatest damage and the stern was nothing other than a mass of wreckage. Orders to lower the boats were promptly given and as promptly and cheerfully obeyed. Two out of the four boats on board were swung out and they were placed in charge of the Chief Officer and the Chief Engineer (Mr. Cordalio), respectively. The boats were rowed for some time round and about the wreck to the scene of the accident and a few minutes behind the *San Cheung*, which had been there to render "first aid" so to speak. Just a few minutes after 10 p.m. the *Kwong Tung* steamed up the Pass. The first indication that anything was amiss to those on board this steamer was the shrill whistle of the *Kam Shun* appealing for succour. Travelers on board the *Canton* steamer peered through the darkness of the night and from the approaching distance came the cries of Chinese for what is the native equivalent of "Save life!" The *Kwong Tung's* engines were then slowed down and followed by the order "Full speed astern." Then the vessel was brought to a standstill. Through the dimness of the light a distant flash-as-of-a-suspended light was described. It was probably that of the steam-launch. Then traces of the wreck became visible and it was correctly surmised that the vessel in distress could be no other than the *Powan*. Orders to lower the boats were promptly given and as promptly and cheerfully obeyed. 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the report of the exhaustive examination of the wreck. The bow of the *Powen* is embedded in fourteen feet of mud and the wreck lies in no less than forty feet of water.

Yesterday, the party of the Co's officials, consisting of Mr. W. E. Clark (the secretary) and Capt. Black, and Messrs. Archer and Robson of the *Powen* had an arduous afternoon at the wreck endeavouring to save as much of the moveable gear as was possible. Leaving Hongkong about 11 a.m. the party reached Lantau before noon, and bringing the launch alongside the derelict, they started taking away all the available deck gear. They were successful to the extent of recovering the compasses, a quantity of blocks with several cable lengths of chain, stanchions, iron ventilators, iron buckets, canvas awnings, life buoys, preservers, lengths of hose, a canvas stretcher and a metal gun on its mounting. Three boats were also saved, they are a gig and two whale boats with a water cask. The comrade's office desk was also recovered in a ruined condition. All this miscellaneous lot was taken off the hurricane deck which floats near the stern and is kept from drifting by means of lines made fast at the shore end. The salvaged gear is piled up on the Steamboat Co's wharf in Hongkong, while the three boats are alongside the pier. Some half a dozen packages of passengers' luggage were also fished up from the wreck. Chinamen have already been found for them.

Second Engineer Robson with the aid of divers had the good fortune of recovering \$200 from his cabin, besides his gold watch and chain and his certificate of competency.

It is a curious circumstance that the saloon can be seen intact below the hurricane deck. The dining table is floating with the three flower stands as they stood on the night of the disaster; the picture frames are still hanging on the wall.

THE DROWNED

The list of drowned can now be ascertained with a tolerable degree of certainty. In all no more than twenty lives were lost in the wreck. After two days' constant employment in cruising the *Powen* and the adjacent waters of Lantau, the scavenging launch of the Tung Wa Hospital succeeded in recovering only four bodies yesterday. Three of them were women (two of whom had small, that is, bound feet) and a man supposed to be of 40-50 years of age.

The officer picked up two bodies yesterday—a man and a woman; and today, two more (both males) were recovered, making eight in all. Sergeant Davis was steaming into the harbour to-day from Capsimmon when he came across one of the two bodies. The second one was found floating in the harbour near the Canton steamer's wharf. It is conjectured that the body was that of one of the passengers of the *Powen* and that it drifted into the harbour with the tide. He had all the appearance of a Chinaman of the better class; about 30 years of age, ordinary build, and dressed in white and brown jackets with a pair of silk pants.

From the table we compiled yesterday it was shown that 27 were still to be accounted for in drowned and missing. Deducting 8 drowned as stated above, the number now missing is reduced to 19. It is more than likely that several of them had been rescued by the fishing junks, which must have proceeded to the fishing grounds almost immediately after. Until their return to their stations in the New Territory there is every hope that the 19 will be later accounted for.

THE KAM SHUN'S MASTER.

The Chinese master of the *Kam Shun*, returned from the wreck to-day, interviewed by a reporter from this paper the "old salt" for the weather-beaten and browned complexion of the skipper unmistakably told his story—given in very intelligible plain English a very graphic narrative of the gallant rescue he and his crew accomplished that eventful night. There is nothing in the man's story which goes to make a revision of our first detailed report needless. The *Kam Shun* was on her way back from Canton on Monday having left that port at one o'clock in the afternoon, touching the Taishan Customs station en route at 7 p.m. He was attracted to the wreck by the continuous blasts on the *Powen*'s steam whistle. He narrated with a good deal of humour the rescue of a European whom he described as "a welly big, fat fellow." The European was in the water, and apparently was in a very exhausted condition; he was clinging to a spar, with his head just dipping. They were not far from the man he held on to it, but it took six men, including the second engineer, to haul him up on board the launch; he was so "welly fat—too much heavy." He was almost on the point of losing consciousness when he regained the deck. The rescued gentleman was the chief engineer, Mr. E. E. Rodriguez.

We trust the services of the master of the *Kam Shun* to whose efforts over 100 persons—Europeans and Chinese—own the vessel will be represented in high quarters to the Government with a view of adequate recognition and suitable reward being made.

Later.

At 5 o'clock this afternoon the Tung Wa hospital's launch returned from her third day's expedition. The launch recovered near the scene of the wreck twelve more bodies—11 men and 1 woman. The bodies have been sent to the Plague Hospital at Kennedytown to be photographed for identification.

In the pocket of one of the corpses was found a hundred piastre bill of the Banque de l'Indo-China. In another was a gold watch and chain.

WRECK ABANDONED.

MORE BODIES RECOVERED.

In our business section the advertisement, which we anticipated last evening, appears of the sale of the wreck of the *Powen*. What remains of the vessel has been abandoned to the underwriters.

MORE BODIES RECOVERED.

To-day the Tung Wa hospital's launch, which has been engaged in scavenging duties since Tuesday morning, reports the recovery of eight bodies more; one was that of a woman. The dead bodies were all removed to the Kennedy Town hospital where they were photographed awaiting identification.

Representatives of a local Chinese bank proceeded to the Steamboat Co's office to-day and intimated that on the night of the accident, one of their *shohs* was travelling on board the *Powen* with a sum of \$7,000 in notes which he had tied round his waist. The money was for the purchase of "c. rgo" in Canton. The man is still missing, and it is not known that among the bodies recovered any had so large a sum of money with him.

With to-day's recovery the number of missing is now wholly accounted for. Indeed, there is one too many, and it would appear that the body found in the harbour, by the Police yesterday morning, which was believed to be that of one of the *Powen*'s passengers could not be after all.

In conversation to-day, with a gentleman whose profession invests his statements with a good deal of authority the explanation was offered to our representative that all the bodies recovered by the hospital launch had been recovered without fail—N. C. D.

fact he had heard it reported that a large passenger junk had foundered in a gale the other day up river. There was every possibility that with the freshets now obtaining in the river as a result of the rains some of the bodies might have been washed down. This theory appears to receive substantiation in the fact that the wreckage from the *Powen* had been carried away southward, much of it having been found as far away as four miles from the scene of the wreck. So that it was reasonable to suppose that the bodies, if they actually were those from among the *Powen*'s passengers, would have been washed away in that direction.

Asked for an explanation as to why the steamer's superstructure could have been bodily detached from the hull, the plausible observations were made that, "if, as it has been reported in the *Hongkong Telegraph*, the steamer was carrying a cargo of 16 bales of paper, the big volume and the high power of flotation which the nature of the cargo gave, must have lifted up all the deck work and with the vessel's plunge in the contrary direction the deck became parted from the hull. As a matter of fact it must be remembered, the height of the *Powen* was 35 feet from the ship's keel to the top of the hurricane deck. Indeed, the circumstance must be regarded as most fortunate one that, but for the wooden structure being above water, the casualty might have presented a more melancholy aspect than the paper has been capable of accurately compiling."

VICEROY CHANG'S CONCERN.

[From Our Own Correspondent.]

Canton, 11th June.

In addition to the steam-launch sent on the 9th instant, by the Canton Fung Ping Hospital to Hongkong to cruise near the wreck of the *Powen* for the purpose of recovering any corpse that may be found, the gunboats *Fuk Po* and *Shum Hong* were also, by order of the Viceroy, despatched in the afternoon of the same day to the scene for scavenging duties. None of the three vessels have yet returned to Canton.

WEST RIVER S. S. CO.

THE "KWONG TAI" PURCHASED.

[From Our Own Correspondent.]

Canton, 11th June.

I have from time to time made reference to the fact that, after the West River-patrol agitation had subsided, the gentry of Wuchow started to float a shipping company with a capital of \$300,000. The amount required having been already fully subscribed, the concern has been formed under the style of the West River Mercantile Shipping Company, and it has been registered at the Viceroy's yamen. The new Company, without loss of time, has now, as an initial step, bought the *Kwong Tai* from Messrs. Sanders, Weiler & Co. of Hongkong. This steamer is of 280 tons and has long been running between Hongkong and Wuchow. She arrived at Canton yesterday to be submitted for survey by the Shun Hlow Kuk officials. The new company contemplates maintaining this vessel on her usual run.

THE OPIUM CAMPAIGN.

ANOTHER VICTIM.

The following Imperial decree, dated 29th ult., is published in the *N. C. D. News*:

Decree expressing regret at the receipt of the news of the death of the retired President of the Censorate, Lu Pao-chung.

The decree is given the "Tolo" prayer coverlet to be used as a shroud and Tao Tao (Prince of the Third Order) is commanded to carry the prayer coverlet to the residence of the deceased with an escort of ten Imperial guardmen.

He is also ordered to pour out a libation to the names of Lu Pan-chung, in the name of the Emperor. The deceased is granted the funeral rites of a President of the Censorate and all his faults are to be erased from the official records.

His son, Lu Ta-fang, who is a

Second-class Assistant Secretary of the Ministry of Agriculture, Works and Commerce, is promoted Second-class Secretary as a mark of the Imperial appreciation of his parent's services to the State.

* * * That some of the highest officials who have been for a long time victims of the opium habit are finding it difficult to free themselves is shown by the present case of H. E. Lu Pao-chung, who was—it will be remembered—recently granted permission to resign his post by Imperial Decree issued in response to his memorial, in which he stated that in spite of all his efforts he had been unable to get rid of his opium-smoking habit. His Excellency is the third opium-smoking Metropolitan official of high rank who has died through unsuccessful efforts in endeavouring to break off the habit. Translator.

THE LATE CENSOR'S CAREER.

The late Lu Pao-chung, President of the Censorate, who died the other day through physical complications due to an attempt to break off the opium habit, was a learned as well as progressive official, and was a native of the province of Kiangsu. He was attached for many years in a minor position in the various great departments, or Boards in the metropolis, and first came into public notice in 1900 as a sub-chancellor of the Grand Secretariat—post of the second grade. This post he held for about one year, when he was appointed Junior Vice-President of the Ministry of War shortly after returning to Peking of the Imperial Court from Hsien. This post he held only a few months, being appointed Superintendent of Education in Chihli province, which he held for nearly three years. In the latter part of 1904 Lu Pao-chung was recalled to Peking to take up the appointment of President of the Censorate. In the spring of this year he obtained leave of absence to get rid of the opium habit, from the results of which attempt it is to be regretted, he has died.

DRASTIC PUNISHMENT.

Recently a non-commissioned officer belonging to the Sixth Division of the Luchun was found by a detective smoking opium in an hotel in the Capital. The officer was reported to General Wang Yin-kai who at once asked the Ministry of War for permission to prosecute the offender. This was granted. The condemned man was carried forth to the execution ground and, when he was about to be headed, the whole division of troops knelt down before the General asking pardon for the officer. The soldiers stated that the officer was not addicted to the opium-smoking habit at all, and that he was only using opium as a medicine when seen by the detective. The General replied that opium-smoking was strictly prohibited among the military, and that the officer had treated the Opium Regulations with unbecoming levity, so that it should be punished it was only what he deserved. General Wang continued that, "as the officer was not addicted to the habit, he would be sentenced to 300 blows and dismissed from the service as a warning to others." The General then informed the whole body of troops that from henceforth if any soldier should be found smoking opium, he would be beheaded without fail—N. C. D.

With to-day's recovery the number of missing is now wholly accounted for. Indeed, there is one too many, and it would appear that the body found in the harbour, by the Police yesterday morning, which was believed to be that of one of the *Powen*'s passengers could not be after all. In conversation to-day, with a gentleman whose profession invests his statements with a good deal of authority the explanation was offered to our representative that all the bodies recovered by the hospital launch had been recovered without fail—N. C. D.

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

A LEGAL ANOMALY.

To the Editor of the "Hongkong Telegraph."

Dear Sir.—It occurred to me whilst reading your report of a case which came before the Chief Justice the other day, that there was something extraordinary in the fact that a plaintiff in an action, although instructed by a solicitor, should be called upon to cross-examine his own witness and address the Court himself, and that his solicitor had been disbarred. The defendant has never enlisted; nor had they a place of business, or that any of the partners had ever resided in this Colony. And that the debt in respect of the actions which had been brought—if any at all—was in the Empire of China, and not in Hongkong.

The Hon. Mr. H. E. Pollock, M.C., instructed by Mr. F. B. Deacon, of Messrs. Deacon, Looker and Deacon, appeared for the Tai Tak Tang Bank.

Mr. W. S. Slade, instructed by Mr. G. C. Smith, acted for the Tung Shing Wo.

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CANTON DAY BY DAY.

A STREET BRAWL.

From Our Own Correspondent.

Canton, 5th June.

YESTERDAY two sailors belonging to an American gunboat were alleged to have attacked natives in the Ngan street, Honam; at the time they were apparently under the influence of drink. The usual excitement took place and mob collected. The police was at once summoned to the scene and the crowd dispersed. It is reported that the native was more or less injured and in consequence one of the foreign sailors was detained by the police authorities, who have reported the occurrence to the American Consul.

OBsolete FIRE ENGINES.

Owing to the poor condition of the local fire engines now in use here, which cannot reach the scene of any outbreak of fire soon after an alarm is raised, but after considerable delay, the Canton Police Authorities propose to do away with all the present fire engines as soon as the Waterworks service is in proper operation and to advise the people to prepare to connect with the city mains in place of the obsolete engines.

CLAN FIGHT.

At the request of the magistrate of the district of Fa Yuen, H. E. the Viceroy has ordered the Brigadier-General of Kwangchow and Taotai Wang Liang Put to proceed with a body of troops to restore order in that locality, where a serious clan fight has been reported.

OFFICIAL AMENITIES.

H. E. Viceroy Chang will, on the 8th instant, proceed to the Shampoo to receive the official call on the three new Consuls at Canton, viz., the British Consul, the Consul for the United States, and the Consul for Japan.

LIXIN COLLECTIONS.

The collections of Lixin dues in Canton during the last ten days of the 4th moon amounted to the Lixin officials amounted to taels 42,002.105.

6th June.

CLAN FIGHT.

With reference to the fight between the Kong and Wong clans, in the Fa Yuen district, as already reported, it is now ascertained that, during the fight, on the 2nd day of this moon, both sides sustained heavy losses, numbering about thirty in all, besides many others were wounded. The number of casualties must be placed at not less than a hundred. The peace of the locality was not entirely restored until after the arrival of some two thousand soldiers from Canton and other places.

SELF-GOVERNMENT SOCIETY.

The Canton Self-Government Society has held another meeting for the purpose of completing arrangements for the carrying out of the proposed street parade on the 21st instant to exhibit samples of different kinds of native-made articles, that have been received by the Society, and for the holding of a commemorative function in honour of the late Taotai Chang Siu Hing of Shanghai, on the 14th instant.

FONG PIN HOSPITAL.

The Canton Fong Pin Hospital has selected a delegation to be sent to Hongkong to approach the Tung Wa Hospital for pecuniary assistance for the maintenance of the hospital.

FIRE-BRIGADE.

The Police authorities have issued a notification to the public that a fire brigade corps has recently been formed, attached to the Police Department, a set of regulations governing the brigade being appended, to the notification for public information.

PROPOSED STAMP DUTY.

The Kwang Chow Prefect, Chan Mong Tsang, has been instructed by the Viceroy to make an investigation into the advisability of the introduction of a stamp duty in Canton, in accordance with instructions received from the Capital; the prefect has now submitted a report to the Viceroy, stating that it was found impossible to enforce the proposed duty in the City of Canton at the present time, as the people are already placed under heavy burdens by various forms of taxation, especially the Lixin dues.

RICE SALES.

The daily proceeds from the sale of cheap rice in the four sheds during the days from the 1st day to the 4th of the 5th moon were as follows:—

8th June.

H. E. the Viceroy has granted a sum of \$3,000 towards the expenditure for the erection, and maintenance of the two large matchsheds on the new land at Chiu Lung Kow for the purpose of receiving patients from Hongkong for treatment during the plague season. The Kwangchow prefect has been instructed to hand this money to the Canton Self-Government Society, and the Government steam launch *Shin Cheung* has also been placed at the disposal of the Society for the purpose of disembarking patients from on board the river steamers on their arrival here from Hongkong to the sheds.

POUNDRY.

Yesterday at 1 o'clock a case of robbery took place in Kwong Ngai Li street at a silk merchant's, under the style of Wah Hing Loong. Six robbers entered the shop, threatened the inmates, three in all, with their revolvers and shot them up in a room. The robbers then ransacked the premises without any resistance, as they had already guarded the door and nobody outside had noticed the incident, until they had decamped. A quantity of booty, mostly in cash, was carried away by the robbers to the extent of some six hundred dollars.

COMMEMORATIVE FUNCTION.

Yesterday a commemorative function was held in the Hoi Tong monastery, Honam, in honour of the late Taotai Chang Siu Hing of Shanghai, and there was a large attendance. Afterwards an address giving particulars of the good services that Taotai Chang had rendered to the country and his fellow countrymen, was read before the assembly. The people present all paid their sincere respects to the photograph of the deceased, which was hung at the meeting hall. The meeting ended at four in the afternoon. A similar meeting will be held on the 13th instant by the Chiu Mo Tsung She anti-opium society.

CAMPHOR INDUSTRY.

Taotai Yip Chiu-Yau has engaged two camphor refining experts from Formosa, they arrived on the 6th instant. Yesterday they were accompanied by a weician to proceed to the camphor refining works at Kuk Kong district for service.

THE OPIUM CAMPAIGN.

On the 4th instant while on his way to the Fa Yuen district, the Fan Yu magistrate raided a number of opium dens in the Kong Tsui, and Ho Tong market places and affected the seizure of over two hundred pipes and a large quantity of other opium smoking apparatus.

The keepers of these dens were arrested and were punished by being exhibited in cages for one day.

9th June.

THE DROUGHT.

A drought having been experienced here for some time, the first crop of rice has failed to a considerable extent, and a famine is apprehended throughout the province. The Kwangchow Prefect has been instructed by the Provincial Treasurer to request the officials of the different districts to report on the condition of the first place and mob collected. The police was at once summoned to the scene and the crowd dispersed. It is reported that the native was more or less injured and in consequence one of the foreign sailors was detained by the police authorities, who have reported the occurrence to the American Consul.

OFFICIAL AMENITIES.

H. E. the Viceroy proceeded to the Shamian this morning at 11 o'clock to return official calls to the three new consuls at Canton, viz., the British Consul, the Consul for the United States, and Consul for Japan.

RICE SALES.

The daily proceeds from the sale of cheap rice in the four sheds during the days from the 1st day to the 4th of the 5th moon were as follows:—

East West Honam Wongsha shed. shed. shed. shed.

6th ... \$1,800 \$1,788 \$1,738 \$1,738

7th ... 2,350 1,738 1,608 1,215

8th ... 2,350 1,611 1,005 1,112

9th ... 2,150 1,313 1,257 934

10th June.

THE DROUGHT.

News reached Canton yesterday from Tung Hing, in the prefecture of Yumchow, that a disturbance has taken place in the locality between some Christian converts and other natives there. Yesterday, the French Consul at Canton called on H. E. the Viceroy in the interior, and it is said that the purpose of his visit was to ask H. E. to give orders to the officials at Tung Hing to maintain order.

THE OPIUM FARM.

The Canton authorities have proposed to transfer the Canton opium farm under official administration and to place it under joint control of the Police Department and the Anti-opium Society.

OFFICIAL AMENITIES.

The Canton authorities have proposed to transfer the Canton opium farm under joint control of the Police Department and the Anti-opium Society.

LIXIN COLLECTIONS.

The collections of Lixin dues in Canton during the last ten days of the 4th moon amounted to the Lixin officials amounted to taels 42,002.105.

6th June.

THE DROUGHT.

The staff of the Bureau of Foreign Affairs attached to the viceroyalty has recently been weakened through transfers and promotions, &c., and the Viceroy has now applied to the Ministry of Foreign Affairs at the Capital for the services of some able English, French and German-speaking men to serve in the Canton Bureau of Foreign Affairs.

11th June.

THE DROUGHT.

The collection of Lixin dues during the first ten days of this moon as reported by the Lixin officials amounted to taels 34,359.0.5.

HOUSE-BOAT ARRESTED.

A few days ago a house-boat belonging to Mr. Wong Shiu Ping, a well-known gentleman here, was seized together with the crew on board by the British police for anchoring at the Shamian creek, in the British concession, at night, without the necessary permit from the Shamian Municipal Council. The seizure of the boat, it is ascertained, was effected not only because of the non-possession of a permit, but also because the boatmen had used abusive language, and refused to leave the creek, when ordered to do so. The British Consul has communicated the fact to the Nomhoi Magistrate and also sent him the two boatmen arrested to be dealt with.

DOCK CO'S OPPORTUNITY.

THE DROUGHT.

The quarterly master-general at Manila has invited proposals for the construction of twelve steel tug-boats, 100 feet long, for service in the coast artillery district. These vessels are somewhat larger than those formerly built and will possess living quarters for the entire crew.

Here is another chance for the Hongkong and Whampoa Dock Co. which, in past months, has managed to outbid its competitors in securing awards for Manila contracts.

OPIUM PROHIBITION.

The following are the Regulations of the Sonchow Anti-opium Bureau:—

(1) All cases of people who wish to get rid of their opium-smoking proclivities, are invited to report themselves to the Bureau.

(2) Those who can afford to pay for medicines, are required to do so.

(3) Those who cannot afford to pay for medicines, are allowed to ask for them without charge.

(4) Medicines are given every five days.

(5) If any person should become ill in consequence of having given up the habit, he will be allowed to ask the official doctor to cure him.

(6) Every person who has reported himself to the Bureau must be examined by the doctor of the Bureau every five days.—N. C. D. News.

COMMERCIAL.

Reviewing the share business for the week, Messrs. E. S. Kadourie & Co. write under this afternoon's date:—

Since the issue of our last report, there has not been any important changes in our share market, and but few transactions have taken place during the interval. Rates, however, generally maintain a firm tendency.

THE EMPEROR OF JAPAN HAS CONFERRED THE FOURTH CLASS ORDER OF THE RISING SUN ON MR. NICHOL DUNN, EDITOR OF THE MANCHESTER COURIER.

SIR WILLIAM AND LADY DES VOUX will not be resident in London this season; Sir William, though convalescent, has not completely recovered strength after more than a year of illness.

THE sixteenth general meeting of the Japan Red Cross Society was held at Tokio on 18th ult., when reference was made to the post-bellum extension of the Society as an international organ.

A BOMBAY Government Gazette extraordinary announces that Mr. Pirojsha Bonomji Petit has been elected a Councillor of the Municipal Corporation, the vacancy caused by the death of Mr. Edwin Bolland.

Refineries.—In stocks, under this heading we have no changes to report.

Mining.—Chinese Engineers have improved to Tls. 16, but sellers prevail at the rate, Raubis are slightly easier and can be secured at Tls. 15.

Fire Insurances.—During the early part of the week, China Fire could be placed at \$93, but at the close there are buyers at \$92. Hong Kong Fire remain steady at \$174.

Shipping.—Doughless has declined to \$74, closing with sellers at the rate. Hongkong, Canton and Macao Steamboats have come down to \$91, at which rate they are obtainable. The transports are firm and can be sold at \$74.

Refineries.—In stocks, under this heading we have no changes to report.

Mining.—Chinese Engineers have improved to Tls. 16, but sellers prevail at the rate, Raubis are slightly easier and can be secured at Tls. 15.

Lands, Hotels, and Buildings.—Hongkong Lands are offering at \$100, while Humphreys Estates are in demand at \$101, but none obtainable. There are buyers at \$98, at the advanced rate of Tls. 101.

Cotton Mills.—Hongkong Cottons are quiet at \$12. Ewos are unchanged. Other stocks under this heading are unaltered and without balance to report.

THE OPIUM CAMPAIGN.

On the 4th instant while on his way to the Fa Yuen district, the Fan Yu magistrate raided a number of opium dens in the Kong Tsui, and Ho Tong market places and affected the seizure of over two hundred pipes and a large quantity of other opium smoking apparatus.

Miscellaneous.—China Bonds can be placed at \$10. Chia-Light and Powers have changed hands at \$96 and there are further buyers at the rate. Sales of China Provinces have been effected at \$96. Numerous sales of Green Island Cements have taken place at \$14, closing with probable buyers at \$15. There are buyers of Hongkong Ropes at \$15. Langkangs are somewhat easier and have sellers at the lower rate of \$14.

Exchange.—The Banks selling rate on London is 1/0 1/4 per cent. demand. T. C. 1/1, rate on Shanghai is 7/4.

Dividends payable.—Langkangs—Second interim of Tls. 10, to a rate of 100, payable in Shanghai on the 15th inst.

YARN MARKET.

In their report dated 14th instant, Messrs. Phiroshia & Co. write:—

Our last circular was dated the 21st ult.

In activity in the yarn market recorded in our last report was maintained for the first few days of the fortnight under review, but gradually spent itself in the withdrawal of orders from the market. The cessation of inquiries on the part of operators induced slight nervousness in holders who became eager sellers, this attitude being influenced, no doubt, by the anticipated rise in Silver exchange which recovered Rs. 14 per troy from last week's rate for demand bills on India.

Dealers elect to "mark time", meanwhile, but cannot hold aloof for long as stocks are becoming rapidly exhausted.

By comparison quotations show a falling-off of only cent to one dollar from the preceding fortnight's advice.

Reports from the interior apprehend a partial famine in certain districts of the Southern Provinces in consequence of the failure, in part, of the first rice crop. Continued absence of rain affects for the reduced crop.

No. 202.—A moderate business was done in selected threads at current rates.

No. 167.—Cheap prices induced business in this thread.

No. 124.—Not much in favour; sales of selected threads only reported.

No. 104.—In moderate demand at a decline of \$1 to \$1 per bale.

No. 88, 89, 90.—No business reported.

The market closes steady.

Sales—200 bales of No. 104, 625 bales of No. 122, 1,075 bales of No. 167, and 803 bales of "No. 202" in all about 4,600 bales.

Arrivals—Pen steamers *Lansang* and *Japan* (from Calcutta), and *Arcadia*, *Takao*, *Maru*, *Inchkeith*, *Toloni*, *Marine* and *Malta* (from Hong Kong) of about 15,000 bales.

Unsold Stock—About 27,000 bales.

Unloaded Stock—About 18,000 bales.

Exchange—We quote to-day as follows:—

India T. T. at Rs. 136 per cent.

London T. T. " " 136

London T. T. " " 136

Shanghai T. T. 74—100.

Silver " " 24d. per oz.

TODAY'S EXCHANGE.

London—Bank T. T. 17/9 1/4

Do. demand " " 17/9 1/4

France—Bank T

THE engagement is announced of Francis Stewart, Gildaroy, Pigott, Royal Engineers, elder son of Sir Francis T. Pigott, Chief Justice of Hongkong, and Jeanette, daughter of Mr. W. James Smith, of Gibraltar, and Villa Vieja, Algeciras.

THE *John de Montfort* announces the engagement of Mona J. Deveria, of the I.M.C., formerly of Lyons (Mace), now home on leave, to Mlle Suzanne Ferrari. The marriage will take place in Paris in July and Monk and Madame Deveria will return here in August.

STAFF Paymaster R. P. Walker has been appointed to the *Tamar*, receiving ship, Hongkong, with effect from 14th ult. Staff Paymaster Walker has been connected with the financial department of the service for over 30 years, and he has held his present rank for the past 18 months.

We are given to understand that the coolie who was stabbed through the lungs in a fight, which occurred at Kennedy Town last week, and who was not expected to recover, is expected to leave the Government Civil Hospital in another fortnight, the treatment which he underwent being highly successful.

THE ceremony of the presentation of the Japanese yacht, the *Yunho*, to the Chinese Throne, was held on the 27th ultimo. The King of Guillain, the Wei-wu-kuo, was crowded by Chinese and Japanese officials, including Princes Ching and Chun, Mr. Abe (Acting Japanese Minister), their Excellencies Yuan Shih-ka, Chang Chih-tung, Liang Yung-ye and Na Tung. The yacht was handed over by Mr. Abe on behalf of the Emperor of Japan. The Minister was subsequently entertained at dinner by the above Chinese officials.

Shipping.

VESSELS IN PORT.

STEAMERS.

Arabia, Ger. s.s., 2,867, C. Neumann, 7th June.—Portland, Or. 29th April, Flour and Lumber.—P. & S. S. Co.
Benvorlich, Br. s.s., 2,146, Webster, 13th June.—Singapore 7th June, Gen.—C. L. & Co.
Chillid, Nor. s.s., 1,102, H. Nielsen, 3rd June.—Bangkok 27th May, Gen.—B. & S.
Cholasing, Ger. s.s., 1,021, F. Buecking, 21th June.—Bangkok 5th June, Rice.—B. & S.
Chowia, Ger. s.s., 1,055, L. Spieser, 11th June.—Saigon 7th June, Gen.—B. & S.
Chowiai, Ger. s.s., 1,115, W. Möller, 10th June.—Bangkok via Swatow 20th May, Rice—Teak-square.—B. & S.
Courfould, Br. s.s., 4,897, J. Wiesman, 25th May.—Moj 20th May, Coal.—M. B. K.
Druif, Nor. s.s., 1,102, J. Bing, 25th May.—Bangkok 18th May, Rice and Gen.—B. & S.
Empress of India, Br. s.s., 3,032, E. Beetham, R.M., 4th June.—Vancouver 13th May, and Shanghai 1st June, Mails and Gen.—C. P. R. Co.
Glenearn, Br. s.s., 4,855, W. J. Haughton, 10th June.—Hakodate 1st June, Shanghai 7th June, Sulphur.—M. B. K.
Hallian, Fr. s.s., 377, O. A. Höer, 12th June.—Holloway 13th June, Gen.—A. R. M.
Haiphong, Fr. s.s., 100, Pomfret, 22nd April.—Haiphong 18th April, Ballast.—Wilks and Jacks.
Hilary, Ger. s.s., 1,276, H. Uecker, 20th May.—Saigon 24th May, Rice.—S. W. & Co.
Hongkong, Fr. s.s., 840, A. Cornelissen, 8th June.—Haiphong 4th June, and Hoihoi 7th June, Rice and Gen.—A. R. M.
Joshin Maru, Jap. s.s., 702, H. S. Smith, 10th June.—Tamsui via Amoy and Swatow 9th June, Gen.—O. S. K.
Kiang Ching, Ch. s.s., 1,002, Bresander, 8th June.—Canton 7th June, Gen.—Chinese.
Kiyo Maru, Jap. s.s., 1,446, S. Hirai, 6th June.—Bangkok 1st June, Teak-wood.—M. B. K.
Klikiang, Br. s.s., 1,228, H. A. Wavell, 12th June.—Shanghai 7th June, and Amoy 10th June, Gen.—B. & S.
Korea, Am. s.s., 1,651, A. Dixon, 4th June.—San Francisco 9th May, and Shanghai 2nd June, Mails and Gen.—P. M. S. S. Co.
Locksun, Ger. s.s., 1,020, W. Tambur, 9th June.—Bangkok 3rd June, Rice and Rosewood.—B. & S.
Lenox, Br. s.s., 1,363, F. McNair, 7th June.—Woosung and June, Gen.—C. P. R. Co.
Manila, Ger. s.s., 1,108, J. Minnen, 30th May, Sydney 5th May, and Manila 27th May, Gen.—M. & Co.
Matiusang, Br. s.s., 1,614, Weigall, 7th June.—Sandakan and June, Timber and Gen.—J. M. & Co.
Nanchang, Br. s.s., 1,046, W. J. Miller, 11th June.—Canton 10th June, Gen.—B. & S.
Nicomedia, Ger. s.s., 1,366, P. Wagemann, 11th June.—Portland, Or. 11th May, Gen.—P. & A. S. Co.
Pelbo, Ger. s.s., 476, V. Footwall, 27th May.—Saigon 22nd May, Rice.—A. L.
Persia, Br. s.s., 2,744, A. Dixon, 11th Jan.—San Francisco 7th Dec. and Portland, Or. 15th, Flour.—O. & S. S. Co.
Powhatan, Br. s.s., 1,150, Turner, 29th May.—Sailas Cruz 24th April, Ballast.—Eng. Hok Fong S. S. Co.
Progress, Nor. s.s., 1,450, Schjønke, 12th June, —Moj 4th June, Coal.—Asgard Thoresen & Co.
Prometheus, Nor. s.s., 1,014, O. Cornelissen, 4th June.—Bangkok 25th May, Rice.—B. & S.
Protus, Nor. s.s., 1,014, C. Müller, 9th June.—Bangkok 29th May, Rice.—Asgard, Thoresen & Co.
Samsen, Ger. s.s., 908, F. Schmitz, 8th June.—Saigon 3rd June, Rice and Cotton.—B. & S.
Shantung, Ger. s.s., 1,668, G. Gosewisch, 3rd June.—Bangkok 27th May, Rice and Salt.—Yuen Fat Hong.
Sumatra, Ger. s.s., 507, Melkken, 12th June.—New Guinea 20th May, and Palau Id. and Jene, Coops.—M. & Co.
Team, Br. s.s., 1,366, Outerbridge, 12th June.—Mata 31st May, Gen.—B. & S.
Teucer, Br. s.s., 1,366, E. Finlayson, 20th June.—Kobe 31st May, Gen.—B. & S.
Tsian, Br. s.s., 1,400, E. Finlayson, 20th June.—Yokohama and June, Gen.—B. & S.
Tsianfu, Ger. s.s., 1,033, O. Koch, 20th June.—Bangkok 1st June, Rice.—B. & S.
Varian, Br. s.s., 3,111, Richards, 2nd June.—Cardiff 17th April, Coal.—Government.
Yuhuo, Ch. s.s., 1,079, Pratt, 11th June.—Shanghai and Amoy 10th June, Gen.—O. M. S. N. Co.
Zafiro, Br. s.s., 1,619, R. Rodgers, 6th June.—Malls 1st June, Hemp and Sugar.—S. T. & Co.

SAILING VESSELS.

Ice-ship, 2,840, Stavari, 5th June.—San Francisco 5th April, Case Oil.—S. O. G.

THE HONGKONG TELEGRAPH FRIDAY JUNE 12 1908

SHARE QUOTATIONS.

Supplied by Messrs. E. S. Kadoorie & Co. Connected to noon; later alterations given under "Commercial Intelligence," page 5.

Vessels	From	Agents	Date	Stocks Expected				Last Report	Last Dividend	Approximate Return at Current Quotation, based on Last Year's Div.	Closing Quotations
				No. of Shares	Value	Paid Up	Position as per Reserve				
Arratoo A/car	Moj	S. & Co	June 13	100,000	\$100	\$100	\$1,000,000	Tls. 100,000	Final of 5s on old and 5.10s on new shares for 4-year ending 31.12.07	5%	Tls. 175 (London 177)
Catherina A/car	Singapore	D. S. & Co	June 14	100,000	\$100	\$100	\$1,000,000	Tls. 100,000	5s (London 1/6) for 1903	...	85
Tikkis	Moj	C. J. L.	June 14	100,000	\$100	\$100	\$1,000,000	Tls. 100,000	5s for 1906	82%	835 sellers
Scandia	S. & W. & Co	June 14	100,000	\$100	\$100	\$1,000,000	Tls. 100,000	5s for 1906	82%	835 sellers	
Yaboshi Maru	Moj	H. A. L.	June 15	100,000	\$100	\$100	\$1,000,000	Tls. 100,000	5s for 1906	82%	835 sellers
America Maru	Japan	N. Y. K.	June 16	100,000	\$100	\$100	\$1,000,000	Tls. 100,000	5s for 1906	82%	835 sellers
Prior Heinrich	Japan	M. & Co.	June 16	100,000	\$100	\$100	\$1,000,000	Tls. 100,000	5s for 1906	82%	835 sellers
Tillajap	Moj	C. J. L.	June 16	100,000	\$100	\$100	\$1,000,000	Tls. 100,000	5s for 1906	82%	835 sellers
Monteagle	Singapore	M. & Co.	June 17	100,000	\$100	\$100	\$1,000,000	Tls. 100,000	5s for 1906	82%	835 sellers
Namang	Calcutta	J. M. & Co.	June 19	100,000	\$100	\$100	\$1,000,000	Tls. 100,000	5s for 1906	82%	835 sellers
Kumang	Calcutta	C. P. R. Co.	June 24	100,000	\$100	\$100	\$1,000,000	Tls. 100,000	5s for 1906	82%	835 sellers
Emp. of Japan	Sydney	M. & Co.	June 24	100,000	\$100	\$100	\$1,000,000	Tls. 100,000	5s for 1906	82%	835 sellers
The Ships Passed Canal.											
(8th April)— <i>Benglas, Longtor, Ospach, Prins Heinrich, Suruga</i> , 1st May— <i>Prinses Alice, Tonkin, Awa Maru, Carnarvonshire, Sado Maru, Meteor</i> , 5th May— <i>Nippon, Bellerophon, Borneo, Palma, Kostroma, Valencia, 8th May—Afaz, Glenloch, Dortmund, Sardinia, Kastuch, Pak Ling, Toulon</i> , 12th May— <i>Kulit, Benvorlich, Cathay, Montross, 15th May—Bennmark, Polynesian, Blaue Maru, P. R. Lutjipold, Tamba Maru, Attilochus, Nurus, Frankly</i> , 19th May— <i>Astyanax, Belgrave, 21st May—Astyanax, Belgrave, Douglas, Schynlyck, 22nd May—Abrau, Antenor, Armand Béhé, Idomenus, Prometheus, Seneca, Socota, Indrapura, Teern, Kali, Istris, Jason, Lothian</i> , 26th May— <i>Para, Kaledian, Montgomeryshire, Saxonia, Inaba Maru, Kusachi Maru</i> , 2nd June— <i>Goeben, Elisabeth Rickmers, Nore</i> , 5th June— <i>Aramenon, Australian, Indramaya, Libria, Ningchou, Nubis, Quen Ola, 9th June—Glenloch, Benlarig, Suezula, Colombo Maru, Prince Ludwig</i> .											
Arrivals at Home.—28th April— <i>Finnish, Prins Ludwig, Samuki Maru, Slaavola</i> , 1st May— <i>Polyestin, Petronia</i> , 5th May— <i>Sakamoto, 7th May—Manila, 8th May—Awa Maru, Patroclus</i> , 12th May— <i>Indrani, 15th May—Belgrave, Lutjipold, 21st May—Borneo, Muru, Attilochus, Nurus, Frankly</i> , 19th May— <i>Astyanax, Belgrave, Douglas, Schynlyck, 22nd May—Abrau, Antenor, Armand Béhé, Idomenus, Prometheus, Seneca, Socota, Indrapura, Teern, Kali, Istris, Jason, Lothian</i> , 26th May— <i>Para, Kaledian, Montgomeryshire, Saxonia, Inaba Maru, Kusachi Maru</i> , 2nd June— <i>Goeben, Elisabeth Rickmers, Nore</i> , 5th June— <i>Aramenon, Australian, Indramaya, Libria, Ningchou, Nubis, Quen Ola, 9th June—Glenloch, Benlarig, Suezula, Colombo Maru, Prince Ludwig</i> .											
REVENUES.											
China Insurance Society of Canton, Limited	10,000	\$100	\$100	\$1,000,000	Tls. 100,000	Final of 5s making \$45 for 1906 and Interim of \$30 for 1907	58%	\$785			
Yangtze Insurance Association, Limited	12,000	\$100	\$100	\$1,000,000	Tls. 100,000	5s for 1906	10%	\$100 buyers			
Fire Insurance.											
China Fire Insurance Company, Limited	20,000	\$100	\$100	\$1,000,000	Tls. 100,000	5s for 1906	81%	835 buyers			
Hongkong Fire Insurance Company, Limited	8,000	\$100	\$100	\$1,000,000	Tls. 100,000	5s for 1906	81%	835			
SHIPPING.											
China and Manila Steamship Company, Limited	30,000	\$100	\$100	\$1,000,000	Tls. 100,000	5s for 1906	10%	\$115 sellers			
Douglas Steamship Company, Limited	20,000	\$100	\$100	\$1,000,000	Tls. 100,000	5s for 1906	10%	\$115 sellers			
Hongkong, Canton & Macao Steamboat Co. Ltd.	80,000	\$100	\$100	\$1,000,000	Tls. 100,000	5s for 1906	78%	835 sellers			
Indo-China Steam Navigation Co. Ltd. (Preferred)	60,000	\$100	\$100	\$1,000,000	Tls. 100,000	5s for 1906 @ ex 2/3—\$2.24 per share	58%	\$345			
do	100,000	\$100	\$100	\$1,000,000	Tls. 100,000	5s for 1906 @ ex 2/3—\$2.24 per share					

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 5708

四月十五年四十三號

FRIDAY, JUNE 12, 1908.

五號

六月二十日

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On Current Account at the rate of 2 per cent.
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On Fixed deposit:

For 12 months 5% per cent.
" 6 " 4% " " "
" 3 " 3% "

TAKEO TAKAMICHI,
Manager.

Hongkong, 23rd March, 1908. [23]

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ABOUT MEX \$7,322,222

RESERVE FUND GOLD \$3,250,000

ABOUT MEX \$7,322,222

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For 12 months 4% per cent. per annum.
" 6 " 4% " " "
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No. 9, Queen's Road Central,
Hongkong.

W. M. ANDERSON,
Manager.

Hongkong, 8th April, 1908. [25]

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MAATSCHAPPIJ.

(Netherlands Trading Society.)

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Fixed Deposits 12 months 4% per annum.

Do. 6 do. 4% do.

Do. 3 do. 3% do.

J. L. VAN HOUTEN,
Agent.

Hongkong, 18th November, 1907. [26]

Hotels.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

Military Band during dinner on Saturday Nights.

A. F. DAVIES,
Manager. [28]

Hongkong, 21st June, 1907.

CONNAUGHT HOTEL, HONGKONG.

A FIRST-CLASS EUROPEAN HOTEL
SITUATED IN THE MAIN STREET NEAR THE BANKS AND PRINCIPAL OFFICES.
STRICTLY EUROPEAN MANAGEMENT.

Wines and Spirits of the very Best Quality.
Bath to Every Room.
Hot and Cold Water Throughout.

Hotel Launch Meets all Steamers.

Special Terms for Tourists and Parties or Families.

FOR TERMS APPLY TO—

THE MANAGER & AGENT.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS

LONDON, &c., via usual Ports. DELHI 13th June, Set S. 1.15
Capt. J. D. Andrews, R.N.R. Noon. Advertisements.

LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID. CANDIA About 17th June, Freight only.
Capt. O. Jones, R.N.R. June. Marseilles

LONDON and ANTWERP VIA SINGAPORE, PENANG, PALERMO About 23rd Freight only.
COLOMBO, PORT SAID. Capt. J. B. Ferguson June. Marseilles

For Further Particulars, apply to

F. J. ABBOTT,
Acting Superintendent.

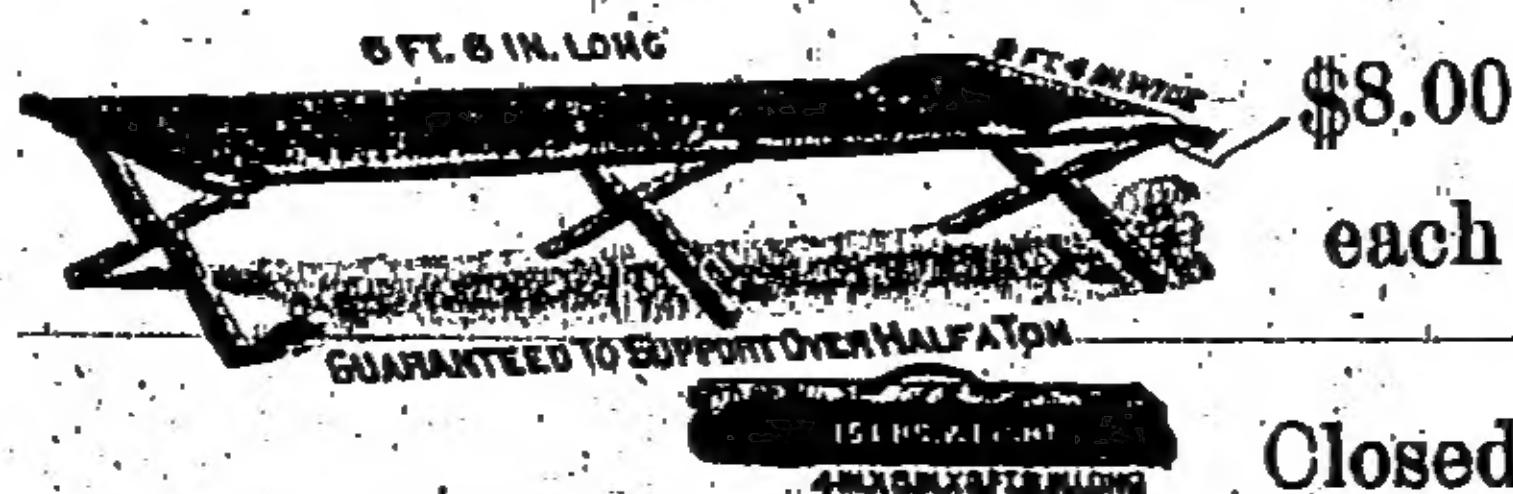
Hongkong, 4th June, 1908.

Intimations.

LANE, CRAWFORD & CO.

FOLDING CANVAS BEDS.

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\$8.00
each

Closed.

With
MOSQUITO FRAME
and CURTAIN
\$15.00
complete.

THIN TROPICAL BLANKETS.

A NECESSITY AND A LUXURY FOR THE SUMMER.

LANE, CRAWFORD & CO.

Ask for

KUPPER'S PILSENER BEER.

And see that you get it.

SOLE AGENTS:

CALDBECK, MACGREGOR & CO.,
WINE AND SPIRIT MERCHANTS,

15, Queen's Road Central.

Hongkong, 27th May, 1908. [29]

Don't Worry.

Don't Worry.

WHY WORRY?

CONSULT

PHAROS.

THE MYSTIC AND MODERN ASTROLOGER

YES, WHY WORRY?

About your Business, Health, Pleasures, Friends Abroad, your Love Affairs and Chances in Life.

Yes, Why Worry? Consult Pharos. He is able to advise you, Consols you and Warn you. His ambition in this life is to help those in trouble, and must not be classed with the run of Palmists who use their *Supposed Gifts* to make money. Pharos is independent of this. Willing and able to help all in trouble and relieve their anxiety to the best of his ability and experience.

PHAROS HAS A MESSAGE TO YOU.

You are anxious to put your son to a business that will prosper. Will your daughter be happy in her married life? You are in love. Have I made a wise choice in mate? Shall I take a partner into my business? Should I be wise in going abroad? All these questions Pharos can answer and advise by the aid of astrology. Why not put this to the test. Send P. O. value 1/- and addressed, stamped envelope to—

PHAROS, DEPT. 14, 45 UNION STREET, GLASGOW
with your Birth Date, Full Name and Title and Town or County of Birth if possible, upon receipt of same Pharos will send you a written Test Horoscope.

With the above Pharos will send you FREE A WRITTEN FORECAST OF YOUR FUTURE.

PICTORIAL POSTCARDS.

100 ASSORTED Scotch, English & Irish Views, etc. for 1/-.
1,000 Actresses, Songs, Animals, Lovers
and Comic Cards for 15/-.

English and Continental Actresses hand tinted 1/- glossy Photographs 15/- per dozen.

CHRISTMAS & NEW YEAR CARDS well ASSORTED parcel.

100 Cards for 5/- Value 1d, 2d, 3d, 4d and 6d each.

100 ASSORTED Cards for 2/-

100 Jewelled Cards for 2/-

Foreign or Colonial Stamps not accepted. Kindly send Money Order.

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HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND
THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 2,362 Tons, "FATSHAN" 2,262 Tons, "KINSHAN" 1,695 Tons,

"HEUNGSHAN" 1,998 Tons.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 10 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.

Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-AN" 1,651 Tons and "SUI-TAI" 1,651 Tons.

Departures from Hongkong to Macao on week days at 8 A.M. from the Company's Wing Lok Street Wharf and at 2 P.M. from the Company's Wharf.

REDUCED SALOON RATES AT WEEK-END.

Saturday A.M. or P.M. departure, returning Sunday A.M. or P.M. \$5.00

Do. do. do. do. Monday do. \$6.00

JOINT SERVICE OF
HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,
THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION
COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 Tons, and "NANNING," 569 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

EXCURSION TO MACAO.

SUNDAY, 14th June.

S.S. "HEUNGSHAN"

will depart from the COMPANY'S WHARF, at 9 A.M. Departure from Macao at 8 P.M.

A Military Band will play selections of Music during the trip.

Popular Excursion Rates as usual.

N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wharf. This steamer connects with the returning steamer from Macao.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
HOTEL MANSIONS, (FIRST FLOOR),
opposite the Hongkong Hotel. [6]

Hotels.

MACAO HOTEL

Intimation.

Wm.
Powell,
2d.,

ALEXANDRA
BUILDINGS.

Special Show.

WHITE
COSTUME
MUSLINS.

MERCERISED
LAWNS,
LACE
STRIPES.
TAFFETAS.

WHITE
SUMMER
MUSLINS.

COSTUME
MUSLINS.
EMBD.
NAINSOOKS.
SPOT
MUSLINS.

WHITE
EMBROIDERED
ROBES.

Wm. POWELL,
LTD.,
Des Voeux Road,
and
28, Queen's Road,
HONGKONG.

THE FORECASTING OF
HURRICANES.

The College of the Jesuit Fathers at Belen, in Havana, is famous not only as the principal educational institution in the West Indies, but also on account of the very important and valuable Observatory which is supported there to the infinite benefit of the commerce and navigation of the Gulf and Caribbean Seas.

Just as the progress of sanitary and medical science has been the means of avoiding and even preventing the yellow fever in these parts of the world, so the advancing study of meteorology has enabled precautions and defence against the cyclones and hurricanes which are so frequent and disastrous.

This year the Observatory celebrated its jubilee. Since fifty years ago the Fathers have been taking exact readings of barometers and atmospheric conditions, and during thirty years they have devoted themselves to the study of hurricanes and perfected the science of forecasting them with an exactness which is almost miraculous. People in the North of America and in Europe have little idea of the force of these storms, nor of the immense damage which they bring in their track. On October 24, 1868, a terrible hurricane fell on the city of Havana, which resulted in the wreck in the bay, one of the safest in the world, of more than seventy vessels. In the same month of 1846 another of particular violence struck the city; 1873 houses were totally destroyed, 500 partially ruined, 235 ships were wrecked in the bay, whilst 48 sustained serious damage; 114 persons were killed and 76 wounded. Compare with this frightful disaster the record of hurricane of equal violence which visited Havana in December, 1906. Every tree in Havana was blown down; only two small schooners were wrecked, and a few houses on the sea shore were blown down. The total of lives lost was twenty-five. And this considerable decrease in the damage wrought by the hurricane was entirely due to the telegraphic and telegraphic notices sent out by the Fathers before the storm had approached the island.

It is claimed by the admirers of

THE OBSERVATORY

that it is superior to the Washington signal service, of which there is also a station in Havana. Proof of this was given at the time of the great hurricane which devastated the town of Galveston in 1900.

The signal service announced that the storm had expanded itself in the Upper Atlantic. Father Gangloff sent out cable warnings that the cyclone would pass over Texas; and as he predicted, the hurricane struck Galveston, entirely destroying a large section of the town. Afterwards the exact course of the storm was compared with the charted forecast of the Belen Observatory, and there was not found the slightest divergence in any particular. The Belen reports are sought throughout the two seas from Texas to Barbados, and their utterances are regarded as

1876 that the Director, Father Vizca, whose name is known and revered throughout the scientific world, first set himself to his life's work, the problem of the hurricanes, their forecasting, and the organization of a defence against them. To assist him in his study he had the records of the Havana Observatory for the preceding twelve years, and, more important still, he was labouring at a spot situated right in the centre of the cyclonic area, in the very path of the great majority of the West Indian storms.

He divided his observations with a four-fold object: First, to find some sign or group of signs which would invariably prove the existence of a cyclone whilst still at a great distance from the observer. Secondly, to determine from what part of the horizon it was coming. Thirdly, to locate the curve on which the cyclone would move in sufficient time to take on itself to a place of safety. Fourthly, to determine the distance, area, density, and velocity of the cyclone.

No better spot than Havana could be found for such observations. Every year he had the opportunity of studying at least one hurricane, either whirling around in a circle, or losing itself in the almost complete calm of its treacherous turning-points, or rushing along with increased velocity on the second line of its parabolic trajectory.

The first decision at which the learned Jesuit arrived was the connection of the upper clouds with the storm. He came to the conclusion that those light, fleecy clouds so high up in the air and commonly called goat-feathers were the fleet messengers sent from the heart of the storm to announce its advent. That such was the case has since been amply demonstrated. Further he found that the direction of those white clouds corresponded exactly with the area of the hurricane—that the vanishing-point of their converging lines was the part of the horizon from which the storm would come. The next important discovery was that the different altitudes of the different clouds revealed the different currents of air. For a cyclone, be it well understood, is not one mighty wind blowing only in one direction. Rather it is several such winds blowing in several different directions. For this reason the cloud observations at Belen are made under the three headings of Higher, Intermediate, and Lower.

For six years the Father continued his strenuous labours, concluding in 1876 with a tour of the islands to observe the results of recent hurricanes. The following year he gathered the result of his researches into a volume expressing in stately terms his theories on West Indian hurricanes. This book and another, his scientific testament published after his death, form the basis of all that is known of these terrible storms. Translated into English, French, and German, they have been quoted over and over again by all the leading meteorologists in the world.

A FURTHER GIFT TO SCIENCE

and to humanity, was the invention of two instruments, the "cycloneoscope" and the

"cycloneophiscope." By these any mariner can tell with almost as much accuracy as the officials of the Observatory the approach of a cyclone and adopt measures for safety accordingly.

The organization of the cyclone service throughout the seas is most complete. There are stations at Trinidad, Barbados, Martinique, Antigua, Porto Rico, Jamaica, and Santiago de Cuba. These stations, besides the other Jesuit observatories in the Island of Cuba, send regular daily reports by cable to Belen. In the cyclone season, or when required, other stations at St. Thomas, San Christopher, Guadalupe, Dominica, and Granada send reports. Besides these there are two cabled observations daily from Washington and the Mexican National Observatory. By this means information is received well in advance of the approach of cyclonic symptoms. The Observatory has often given warnings of the oncoming hurricane, tracing its probable course with the greatest exactitude, when still it was more than five hundred miles away.

Throughout the two seas

THE DAILY REPORTS

are awaited with the greatest interest. Looking through the old files of Cuban newspapers one is struck with the great respect and reverence with which the work of the Observatory was regarded. Steamship companies, cable companies, chambers of commerce, ship masters and planters all seem to have joined again and again to offer their thanks to the Fathers whose work has resulted in an incalculable saving of human life and of property. Under the rule of Spain, no ships of the Government were allowed to leave the harbour of Havana until the Observatory reported that the weather conditions were likely to be good. The earliest known forecast dates from 1875, i.e. 186 the captain of an American ship, the Liberty, disregarded the warning signals, and the ship was lost in the track of the storm with all but two hands.

The Pilot Chart of Washington of 1889 says: "All ship's masters should pay the greatest attention to the storm signals of Havana. Their importance to commerce can scarcely be overestimated. At Havana, has very complete telegraphic information eastward early and reliable news is received of every hurricane that is likely to reach that port or any of the adjacent waters."

An eloquent tribute was paid, to the Observatory and its late director by Captain Hutchinson, of the Southern Pacific Line, calling at Havana: "For many years that I have navigated the Gulf, I have never touched at Havana without calling on the Padre. During the hurricane season his opinion is always anxiously sought after."

For the many years that the Observatory has been performing this great work it has never received a penny of compensation. It has never asked for a "pence." The Chamber of Commerce and the great steamship lines have contributed an annual sum of £1,000, and the Western Union and the English Cable Companies have paid all weather telegrams without charge for very many years.

Long may the Observatory flourish to continue its work. —*Full Mail Gazette*

Intimation.

ON HIS MAJESTY'S SERVICE

TENANTS are invited for the SUPPLY OF CARPENTERS, CAULKERS, PLUMBERS, PAINTERS, SCRAPERS, SHOEMAKERS or LEATHER-WORKERS for the period of 12 months commencing July next, to H.M. Naval Yard.

Forms of Tenders can be obtained at the Constructor's Office, H.M. Naval Yard, Hongkong, and when filled up should be deposited in the Tender Box at the Main Gate not later than noon on SATURDAY, 20th June, 1908.

W. T. HACKADAY,
Chief Constructor.
Hongkong, 11th June, 1908.

F. BLACKHEAD & CO.
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTOR
AND GENERAL COMMISSION
AGENTS,
GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG.
SOAP AND SODA MANUFACTURE

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE
COMPOSITION RED HAN-
DARD, HARTMANN'S GREY PA-
DAINER'S PATENT MOTOR
LAUNCHES,
&c., &c., &c.

SOLE AGENTS FOR
FERGUSON'S SPECIAL CREAM
and
F. & O. SPECIAL LIQUER SCOTCH
WHISKY, &c.

EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.

Notice to all Vessel Owners

THE PUBLIC are hereby informed that
a copy has been made in the
Hongkong Telegraph Co.
against paying more
than 10/- per Single Copy.

THE MANAGER

Hongkong Telegraph Co.

Hongkong, 11th September, 1908.

Intimation.

SAINT-RAPHAEL

TONIC, RESTORATIVE, DIGESTIVE WINE

Very palatable

Known throughout the world and prescribed in all cases of Anemia, Debility and Convalescence, to young women, children and the aged. Invaluable in hot climates.

DOSE: One wine-glass after the two principal meals.

Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition to the registered trade-mark:

(1) The WARRANTY STAMP of the UNION DES FABRICANTS.

(2) A METAL SEAL advertising CLETEAS.

is a MELISSA and MINT cordial
which surpasses all others by its
purity and faultless preparation. To be taken on a lump of sugar.

COMPAGNIE DE VIN SAINT-RAPHAEL, Valence (Drôme-France).

GILDEBECK, MAU & REGO & CO., Hongkong.

Consignees.

S.S. "POLYNESIEN"

COMPAGNIE DES MESSAGERIES
MARITIMES

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London and
Havre ex s.s. "Frederic Mord" and "Verdeckmolen," in
connection with above Steamers are hereby
informed that their Goods, with the exception of Opium, Treasure and Valuables are being
landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the
Hongkong and Kowloon Wharf and Godown
Co., Limited, at Kowloon, whence delivery
may be obtained immediately after landing.

Optional Cargo will be forwarded on unless
information is received from the Consignees
before noon, T.O.U.Y., requesting to be
landed later.

Bills of Lading will be countersigned by the
Undersigned. Goods remaining unclaimed
after MONDAY, the 15th June, at Noon, will
be subject to rent and landing charges.

All claims must be sent to me on or before
the 15th June, or they will not be recognized.

All damaged packages will be examined on
MONDAY, the 15th June, at 3 P.M.

No Fire Insurance has been effected.

P. NALIN,
Acting Agent.

Hongkong, 8th June, 1908.

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "MONTROSE,"
FROM GLASGOW, LIVERPOOL AND
STRAITS.

CONSIGNEES of Cargo are hereby informed
that all Goods are being landed at their
risk into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company, at
Kowloon, whence and/or from the wharves
delivery may be obtained.

Optional Cargo will be forwarded unless
notice to the contrary is given before.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 16th instant will be
subject to rent.

All Claims against the Steamer must be pre-
sented to the Undersigned on or before
the 8th July, or they will not be recognized.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 16th instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & CO., LIMITED,

Agents.

Hongkong, 9th June, 1908.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"MALTIA,"

FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by
mark, and delivery can be obtained as soon as
the Goods are landed.

This vessel brings on Cargo:

From London, &c., ex S.S. China.

From Calcutta, ex S.S. Sunda.

From Persian Gulf, ex B.I.S.N. and B. &

P. S. N. Co.'s Steamer.

Optional Goods will be landed here unless
instructions are given to the contrary before
6 hours.

Goods not cleared by the 16th instant, at
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged Packages must be left in the
Godowns for examination by the Consignee's
and the Company's representative at an
appointed hour.

All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognized.

No Claims will be admitted after the Goods
have left the Godowns.

F. J. ABBOTT,
Acting Superintendent.

Hongkong, 10th June, 1908.

AMERICAN AND MANCHURIAN LINE.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"FESHAUW,"

FROM ANTWERT, LONDON, MALTA,
PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark
and delivery can be obtained as soon as the
Goods are landed.

Optional Goods will be landed here unless
instructions are given to the contrary before
6 hours.

Goods not cleared by the 17th instant, at
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged Packages must be left in the
Godowns for examination by the Consignee's
and the Company's representative at an ap-
pointed hour.

All claims must be presented within ten days
of the steamer's arrival here after which date
they cannot be recognized.

No claims will be admitted after the Goods
have left the Godowns.

F. J. ABBOTT,
Acting Superintendent.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE

THE ANTI-CHRISTIAN RIOT.

MOB DISPERSED.

[By courtesy of the "Sheung Po."]

Kiangsi, 11th June.
The anti-Christian mob at Ping-heung dispersed on the arrival of troops.

The commander was instructed to take steps to secure the arrest of the ringleaders with a view of making an example of them.

LAND SUBSIDENCE.

A SERIOUS CATASTROPHE.

[By courtesy of the "Sheung Po."]

Hupeh, 11th June.
The Viceroy of the Hukwang Provinces in a memorial, reports the subsidence of a hill at Cheung Yeung district.

The land within a radius of 10 ft. has sunk.

Hundreds of families have been entombed.

THE YUNNAN REBELLION.

AGAINST FRENCH ENCROACHMENT.

[By courtesy of the "Sheung Po."]

Peking, 11th June.
The Empress Dowager has instructed Prince Ching and H. E. Yuan Shih-kai to telegraph to H. E. Sik Liang, Viceroy of Yunnan, urging him to take precautions against the encroachment of Chinese territory by French soldiers.

GERMANY AT TSINGTAU.

COLLEGE ESTABLISHED.

[By courtesy of the "Sheung Po."]

Peking, 11th June.
The Germans at Tsingtau are minting coins for the local currency.

They have also established a college, and an application has been made to the Board of Education at Peking to register the college so that Chinese students may proceed to Tsingtau to prosecute their studies there.

[Reuters.]

Mulai Hafid.

LONDON, 10th June.
Mulai Hafid has entered Fez with much pomp.A Battleship's Narrow Escape.
H.M.S. *Irresistible* while exercising in the Channel had a narrow escape from capsizing.

The sea valves refusing to close, the water rushed in, listing her heavily.

Tugs answered her signals of distress and are standing by, constantly pumping.

The water is now under control.

Later.

The Yunnan Rebellion.
The local officials on the Yunnan border have apologised to the French authorities for the recent attack on a French reconnoitring party, and have promised to punish the culprits.

The Japanese in California.

The whites in the Los Angeles melon district, California, have demolished a Japanese wagon and injured the occupants. They also stoned a crowd of Japanese, severely injuring several.

The whites resent the presence of the Japanese.

Several whites were arrested.

The Chinese are frequently credited with having invented the compass, and even with having anticipated gunpowder, though the uses they made of these and other discoveries were seldom of a kind "to stagger humanity." It is claimed by the *Oststaatliche Lloyd* that they also utilized a form of taxicab. In the eleventh century, according to some of their illuminated manuscripts, a "gil'galicha" or "counting-milledrum car," which possessed some of the features of the modern apparatus was running in the streets of their cities. Judging from the several illustrations of the "gil'galicha" contained in the famous "Tsan-hu-hae" collection of pictures, the vehicle had a single pole or shaft, and ran on two wheels, and consisted of two storeys. In each of these compartments or divisions there was a wooden figure holding a mallet in the right hand; these mallets were arranged to strike upon a drum in the lower storey, and upon a gong in the upper one. When the vehicle had traversed a certain predetermined distance the lower figure struck the drum with its mallet, whereupon a cog-wheel made a "revolution."

When a distance of 10 miles had been covered the upper figure struck the gong with its mallet. In some cases this Chinese taximeter car was also fitted with a compass, which swing to the total lack of land marks and signposts, was of great value to the Celestial "chauffeur" of that time. A mallet was its provision; it was located in a small box, and indusced a block upon which there was fastened a small side or wheel, which was turned by a hand arm of which was attached to the side of the vehicle.

PROPOSED JUDGMENT REVERSAL.

INTERESTING CASE IN COURT.

In the Supreme Court, this afternoon, the Chief Justice (Sir Francis Piggott) presiding, Fu Chung Taog, trading as the Tai Tuk Tang Bank, applied for a motion to set aside a judgment, delivered against them in favour of the Tung Shing Wo firm on the ground that, *inter alia*, the defendants have never existed, nor had they a place of business, or that any of the partners had ever resided in this Colony. And that the debts in respect of the actions which had been brought—if any at all—were in the Empire of China, and not in Hongkong.

The Hon. Mr. H. E. Pollock, K.C., instructed by Mr. F. B. Deacon, of Messrs. Danson, Looker and Deacon, appeared for the Tai Tuk Tang Bank. Mr. M. W. Sinde, instructed by Mr. Crowther Smith, of Messrs. d'Almada and Smith, acted for the Tung Shing Wo firm.

In this case the Tai Tuk Tang Bank, it is believed, as the result of that action, had judgment entered against them for £47,222.22.

Mr. Pollock after reading the affidavits in the original action, proceeded to argue his case, maintaining that the petitioners had no place of business in the Colony at the time of the action.

The Chief Justice—Time for setting aside—

Mr. Pollock stated that he did not know until several months afterwards that judgment had been entered against him.

Mr. Slade stated that Mr. Pollock raised that point in January. In the Wing Sang firm case all those points had been set up. Nothing had been done until now.

Mr. Pollock said that when it came to wading through all the affidavits a good deal had been done.

The Chief Justice—Are you in time?

Mr. Pollock—We are within six months.

The Chief Justice—To move to set aside a judgment you must move as soon as possible, if not you are held to acquiesce.

Mr. Pollock observed that the Court would see the difficulty he had to contend with, judgment having been entered against him without his knowledge.

The Chief Justice—You will have to satisfy me that you are within reasonable time.

Mr. Pollock said he would and proceeded to cite authorities on the point.

Mr. Slade addressed the Court on behalf of the defendant.

Case adjourned.

THE ANTI-OPIUM CRUSADE.

OUR MORALS AND OTHER PEOPLE'S MONEY.

Sir Frank Swettenham, in the course of a letter to *The Times* regarding the resolution passed by the House of Commons respecting the Opium Trade on 6th ult., writes—

The mover of the resolution is reported to have concluded his speech by urging the Colonial and Foreign Offices "to imitate their example and endeavour not to reduce but to put an end to the use of opium." The example to be imitated is that of the Americans in the Philippines, where the conditions are so different that, whereas the Americans take effective steps to limit or prevent the immigration of Chinese, the British colonies encourage Chinese immigration, and only last year over 227,000 Chinese arrived in Singapore. The Under-Secretary for the Colonies described the terms of the motion incorrectly, for he said the places mentioned in the resolution included the Federated Malay States, which are not a British colony, but consist of four protected States ruled by Malay Sultans. The object of the resolution is avowedly to put an end to the use of opium in the Eastern Crown Colonies, and Colonel Seely, speaking to the motion—with which he expressed his entire sympathy—remarked, in reference to the certain loss of revenue, that "when it was a case of our own morals and other people's money, that made all the difference." Most people will regard this as a pertinent reflection, with a wider application than the forcible suppression of opium smoking in the Eastern colonies.

The opium habit, when indulged to excess, is a bad and harmful practice, but the members of the last Royal Commission on opium went more thoroughly into the question, and spoke with greatest authority than will be the case with any local commission. Setting aside the large revenue losses which the people of the Eastern colonies will have to make good as best they can—perhaps by means of a scientific tariff involving the taxation of British and foreign manufacturers—it is questionable whether the consumption of opium can be suppressed by law. It also remains to be seen whether consumers of opium, deprived of the drug, will not contract the habit of drinking intoxicants, and perhaps carry that to greater excess with worse result.

The experiment may involve something more than "our own morals and other people's money."

Those who have acquired the habit of drinking intoxicants find it difficult to exert the self-control necessary to give up the practice. In the case of opium it is infinitely more difficult, and I venture to think that if the import of opium into the Straits were absolutely prohibited a very large and lucrative trade in smuggled opium would immediately spring up. Nothing will be easier so long as there is an opium monopoly within a thousand miles or more—in any part of the Netherlands Indies, for instance. The way to stop the eating and smoking of opium is to prevent the cultivation of the poppy in India, China, and Persia—in fact, throughout the world. As long as opium is grown those who will it will have it, and some will find its way to open British ports with a large Chinese population. It must not be forgotten that the Colonial Governments have no preventive service; that is all supplied by those who hold the monopoly of preparing and retailing the drug.

It may not have been noticed that in Singapore, where Colonial Staffs are held, the average annual income of the

year of licensed shops for the retail of opium (i.e., opium prepared for smoking) and 449 rooms licensed for smoking. In Penang the numbers were 16 and 13. At the same time there were 16 in Singapore, 10 in Penang, 48 licensed public houses for the sale of European liquors, with 600 and 222 hours respectively for the sale of non-European liquors. Having regard to these figures and the practical certainty that less opium, or no opium at all, will lead to the consumption of more spirits, to suppress the one and do nothing to suppress the other, might raise doubts as to the honesty of the best intentions.

The House of Commons is unanimous that money lost, even if it be other people's money, is nothing compared with moral ruin. The Straits Settlements have for very many years contributed one-fifth of their annual revenues to Imperial defence purposes, and it will be a source of genuine satisfaction to the Treasury and Colonial Offices to be able to tell the people of the Colony that, as they must lose half their revenue, the Imperial Government will decline in future to accept from them any contribution towards the cost of Imperial defence. The colonists will then appreciate Colonel Seely's reference to our morals and other people's money, and they will be grateful; for, while their morals are as good as those of other people, their means of raising new revenue are very limited, and, unless I am misinformed, they are suffering from a trade depression greater than any known to the present generation of Straits people.

THE PROPOSED INTERNATIONAL CONFERENCE.

The important negotiations which have been quietly carried on by the State Department at Washington respecting an International Conference on opium for the last two years have just been completed. While a broad agreement between the Powers has been reached in principle, the details have yet to be considered, so that it may be some months before the conference meets; but the State Department hopes to have matters in such a concrete shape, that the scope of the agreement can be laid before Congress before the end of the present session, and that body can make the necessary appropriation for the expenses of the American delegates. No conclusion has been reached as to the number of delegates to which each country will be entitled, but three will probably be agreed upon; nor has the place of meeting been determined, but opinion inclines towards Shanghai as affording the largest facilities for an intimate study of the question. The American Government looks at the matter from the moral standpoint, and believes that it is a question of such far-reaching moral effect that all other considerations will have little weight against the beneficial results which, it is hoped, will follow from the suppression of the opium traffic.

The Dutch Colonial authorities, in order to fight the opium scourge, meditate extensive experiments with a new medicament called "Combreum Sudanicum," which grows abundantly in Sumatra, the dried leaves of which

are claimed to arouse absolute aversion from the drug.

MR. LAIDLAW'S VIEWS.

Mr. R. Laidlaw, M.P., who failed to catch

Mr. Speaker's eye in the recent debate, has sent his views to *The Times*. He tells of his recent visit to the Straits and Federated Malay States, and goes on to state:—

We have taken a most important step. The declaration that the social and moral well-being

of the peoples of the East must come before revenue considerations marks a great and important change in our attitude to this question.

The Indian Government are moving by reducing the area of cultivation and shipments to China. Our own Colonies and settlements in the East have lagged somewhat behind, and it was greatly feared that they would be difficult to move; but the statement made by Colonel Seely, the Under-Secretary for the Colonies, was eminently reassuring and satisfactory. His assurance that instructions had been telegraphed to Hongkong that our Colony must conform to China's action and close all the dens once; the decision of the Government to adopt nearly all of the recommendations made by the Ceylon Commission, and promise to give prompt and serious attention to the recommendations of the Straits Commission as soon as it comes to hand—all this is cheering news to those who have for many years fought strenuously, in this cause. Colonel Seely's statement is only open to one criticism. He said that as the return from opium formed so large a proportion of the revenue in the F. M. S. and Straits Settlements, progress might be more slow than it otherwise might be. While it is a deplorable fact that opium, gaming licences, and other forms of vice form about half the revenue, there would be no great difficulty in making it up from other sources. There is little excuse for delay on these grounds. The Federated Malay States are relatively the richest in the world; they have not a penny of debt, their revenue has for years largely exceeded the expenditure, and they have accumulated revenue to the extent of some 10 millions sterling.

Fires Insurances.—During the early part of the week, China Fires could be placed at \$3, but at the close there are buyers at \$2. Hongkong Fires remain steady at \$1.50.

Shipping.—Douglas have declined to \$37, closing with sellers at the rate.

Hongkong and Macao Steamboats have eased down to \$32, at which rate they are obtainable.

Shel. Transports are firm and can be sold at 45/-.

Refineries.—In stocks under this heading we have no changes to report.

Mining.—Chinese Engineers have improved to Tls. 16, but sellers prevail at the rate.

Raubs are slightly easier and can be secured at 58.

Docks, Wharves and Godowns.—Sales of Whampoa Docks have taken place at the improved rate of \$108, closing quiet at \$107.

Kowloon Wharves are steady at quotation.

Shanghai Docks have buyers at Tls. 87, while Hongkong Wharves are on offer at the improved rate of Tls. 234.

Lands, Hotels and Buildings—Hongkong

Lands are offering at \$100, while Whampoa

Estates are in demand at \$10, but none are obtainable.

There are buyers of Shanghai Lands at the advanced rate of Tls. 121.

Cotton Mills—Hongkong Cottons are quiet at \$11.

Kwangs are unchanged. Other stocks under this heading are unlisted and without notices to report.

Miscellaneous—China Borneos can be placed

at \$15, China Light and Power have

changed hands at \$64, and there are further

buyers at the rate.

Sales of China Provinces have been effected at \$19.

Graha Island Coments have taken place at

\$14, closing with probable buyers at \$15.

There are buyers of Hongkong Ropes at \$21.

Langkats are somewhat easier and have sellers

in the North at Tls. 520.

Exchange.—The Banks selling rate on London is 7/9 1/10 on demand.

The T. T. rate is

Shanghai is 7/8.

Dividends Payable—Langkats—Second is

terms of Tls. 100 to 100,000, paid in Shanghai

and the T. T. rate.

L. J. Abbott, Acting Superintendent.

Hongkong, 10th June, 1908.

H. J. Abbott, Acting Superintendent.

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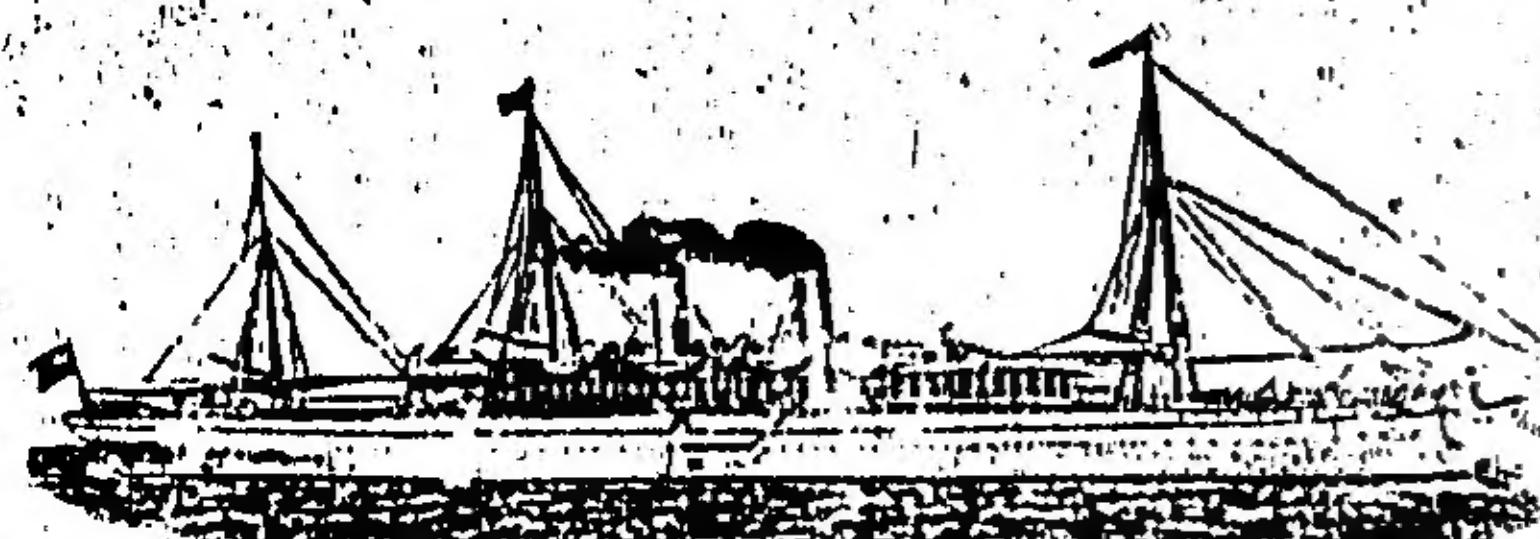
H. J. Abbott, Acting Superintendent.

Hongkong, 10th June, 1908.

H. J. Abbott, Acting Superintendent.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of under 12 Days across the Pacific is the "Empress Line." Saving 5 to 10 Days Ocean Travel.

12 Days YOKOHAMA to VANCOUVER. 21 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration.)
R.M.S. Tons LEAVE HONGKONG ARRIVE VANCOUVER
"EMPEROR OF INDIA" ... 6,000 SATURDAY, June 13th July 4th
"LENOX" ... 1,700 THURSDAY, June 18th July 7th
"EMPEROR OF JAPAN" ... 6,000 SATURDAY, July 4th July 25th
"MONTEAGLE" ... 1,030 SATURDAY, July 11th Aug. 4th
"EMPEROR OF CHINA" ... 6,000 SATURDAY, July 18th Aug. 6th
"GLENFARG" ... 1,700 SATURDAY, Aug. 8th Sept. 6th
S.S. "LENOX" and "GLENFARG" are Freighters only and do not carry Passengers.
"EMPEROR" steamships depart from Hongkong at 4 P.M.
S.S. "MONTEAGLE," "LENOX" and "GLENFARG" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VICTORIA with a Special Mail Express, and at QUEBEC, with the Company's New Palio and M'KEEAN Steamships, 14,000 tons register, thus providing a comfortable and speedy thru' route to Europe.

Hongkong to London, 1st Class via Canadian Atlantic Ports or New York £71.10.

Hongkong to London, Intermediate on Steamers, and 1st Class or Railways. £40. £42.

First-class rates to London include cost of Meals and Berth in Sleeping Car, while crossing the American Continent by Canadian Pacific direct line.

R.M.S. "MONTEAGLE" carrier "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officers in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to W. ORADDICK, General Traffic Agent for China, &c., Corrour Pedder Street and Praya, Opposite Blake Pier.

INDO-CHINA STEAM NAVIGATION CO., LTD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For Steamship. On
SHANGHAI WAIHING SUNDAY, 14th June, Daylight.
SHANGHAI HAN GSANG WED'DAY, 17th June, Noon.
SANDAKAN MAUSANG WED'DAY, 17th June, 4 P.M.
MANILA LOONGSANG FRIDAY, 19th June, 4 P.M.
SHANGHAI, YOKOHAMA, KOBE } NANJANG TUESDAY, 23rd June, Noon.
& MOI } S'GAPORE, PENANG & CALCUTTA FOON SANG WED'DAY, 24th June, Noon.
MANILA YUEN SANG FRIDAY, 26th June, 4 P.M.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The steamers *Kuksang*, *Nanfang* and *Foosang* leave about every 3 weeks for Shanghai, and Yokohama returning via Kobe (Inland Sea) and Moi to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking cargo on through Bills of Lading to Vungtau, Cholon, Tien-tsin & Newchwang. Taking cargo on through Bills of Lading to Kudat, Lahad, Datu, Simporna, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE MATHESON & CO., LTD.,

Telephone No. 61, Hongkong, 12th June, 1908.

CHINA NAVIGATION CO., LIMITED.

FOR

STEAMERS

TO SAIL

AMOY & SHANGHAI NANCHANG 13th June—4 P.M.
MANILA, ZAMBOANGA, PORT DARWIN and other AUSTRALIAN PORTS } TSINAN 15th " " " "
CEBU & ILOILO KAIKONG 16th " " "
MANILA TEAN 16th " " "
AMOY & SHANGHAI KIUKIANG 16th " " "
CHEFOO & TIENTSIN HUJHONG 17th " " "
HOIHOW & HAIPHONG CHIHLI 18th " " "

MANILA and TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light, throughout and Electric Fans in the Staterooms and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. Cargo booked through for all Australia, New Zealand and Tasmania Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Reduced Saloon Fares, Single and Return, to Manila and Australia.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 12th June, 1908.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon and staterooms—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 13th June, 11 Noon, 20th June, at Noon.
RUBI	2540	Almond	"	SATURDAY, 20th June, at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO.,

GENERAL MANAGERS.

Hongkong, 8th June, 1908.

Shipping—Steamers.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAMERS FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN, IOR, S. PLAINMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.

THE Steamship

"ALDENHAM,"

Captain St. John George, will be despatched as above on THURSDAY, the 25th June, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 9th June, 1908. [579]

THE Steamship

"DELHI,"

Captain J. D. Andrews, R.M.R., carrying His Majesty's Mails, will be despatched from this port on the 13th June, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Britannia*, 7,000 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Egypt*, due in London on 26th July, 1908.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

F. J. ABBOTT, Acting Superintendent.

Hongkong, 12th June, 1908. [540]

SHIRE LINE OF STEAMERS, LTD.

FOR LONDON AND ANWERP.

THE Steamship

"CARDIGANSHIRE,"

will be despatched for the above Ports on the 20th June, 1908.

To be followed by

"S.S. CARNARVONSHIRE,"

sailing on or about 10th July, 1908.

For Freight and further Particulars, apply to

SHEWAN, TOMES & CO., Agents.

Hongkong, 11th June, 1908. [551]

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA, VIA MOJI, KOBE AND YOKOHAMA.

Steamer Tons Captain Sailing.

Steamer	Tons	Captain	Sailing
Tremont	9,606	Garlick	1908.
Sovereign	6,232	Shotton	1st July, 23rd July.
Kumari	6,232	Cowley	19th Aug.
Shawmut	9,606	Roberts	12th Sept.

CHEAP FARES, EXCELLENT ACCOMMODATION.

ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. *Shawmut* and *Tremont* are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensure steadiness at sea. Electric fan in each room. Barber's shop and steam-laundry. Cargo carried in cold storage.

* Steerage Passengers only.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further Information, apply to

DODWELL & CO., LIMITED.

General Agents.

Queen's Buildings.

Hongkong, 10th June, 1908. [520]

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" Capt. H. W. WALKER.

"KWONG SAI" Capt. E. S. CROWE.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey 5s. Meals 5s. 2d. each

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LTD., and SHU ON S.S. CO., LTD., No. 5 Queen's Road West, Hongkong, 1st July, 1908. [519]

For Freight or Passage, apply to

SHEWAN TOMES & CO.,

GENERAL MANAGERS.

Hongkong, 8th June, 1908.

Shipping—Steamers.

ESTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE, calling at Port Darwin, and Queensland Ports, and taking through cargo to Adelaide, New Zealand.

Tasmania, &c.

THE Steamship

"ALDENHAM,"

Captain St. John George, will be despatched as above on THURSDAY, the 25th June, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 9th June, 1908. [579]

THEAMERICAN AND ORIENTAL LINE

FOR BOSTON AND NEW YORK. (With liberty to call at the Malabar Coast.)

THE Steamship

"OCEANO,"

<p

COMMERCIAL

TO-DAY'S EXCHANGE.

London—Bank T.T.	19
Do. demand	10 12/16
4 months' sight	10 1/2
France—Bank T.T.	2.26
America—Bank T.T.	43
Germany—Bank T.T.	1.36
India T.T.	361
Do. demand	136
Shanghai—Bank T.T.	74
Singapore—Bank T.T. per H. K. Stoo	77
Japan—Bank T.T.	88
Java—Bank T.T.	108

Buy.

4 months' sight L/C	1/10
6 months' sight L/C	1/10
10 days' sight San Francisco & New York	44
4 months' sight do	45
10 days' sight Sydney and Melbourne	104
4 months' sight France	214
6 months' sight do	234
4 months' sight Germany	188
Bar Silver	24
Bank of England rate	51 1/2
Sovereign	108

SHIPPING AND MAIIS.

MAILS DUE.

Indian (Arrival Africa) 13th inst., daylight.
Indian (Catherine Africa) 14th inst.
German (Prince Heinrich) 16th inst.
German (Gothen) 17th inst.
Canadian (Monteagle) 18th inst.
Indian (Namtang) 19th inst.
Indian (Kumtang) 23rd inst.
German (Prins Waldemar) 24th inst.

The H. A. L. s. *Scanda* left Shanghai via Foochow on 10th inst., and may be expected here on 15th inst.

THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory.—

On the 12th at 11:55 a.m.—The barometer has risen moderately over Japan and the Loresoo, and fallen slightly on the N.E. coast of China.

Pressure is high over E. Japan and low over N. China.

Fresh S. monsoon may be expected in the Formosa Channel and the N. part of the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.21 inches.

FORECAST.

1.—Hongkong and Neighbourhood, S. and S.W. winds, fresh or strong; squally, thunder showers.

2.—Formosa Channel, same as No. 1.

3.—South coast of China between Hongkong and Lamoock, same as No. 1.

4.—South coast of China between Hongkong and Hainan, same as No. 1.

Shipping.

Arrivals.

Choising, Ger. s.s., 1,01, F. Buecking, 11th June—Bangkok 5th June, Rice.—B. & S.
Yushin, Chi. s.s., 1,079, Pratt, 11th June—Shaohsi and Amoy 10th June, Gen.—C. M. S. N. Co.
Tean, Br. s.s., 1,346, Outerbridge, 12th June—Manila 9th June, Gen.—B. & S.
Kiukiang, Br. s.s., 1,228, H. A. Wavell, 12th June—Shanghai 9th June, and Amoy, Gen.—B. & S.
Haiyan, Fr. s.s., 377, O. A. Höeg, 12th June—Hoioi 11th June, Gen.—A. R. M.
Sumatra, Ger. s.s., 507, Meikko, 12th June—New Guinea 21st May, and Palau Id. and June, Copra.—M. & Co.
Bevorlich, Br. s.s., 1,46, Webster, 12th June—Singapore 7th June, Gen.—G. L. & Co.

Clearances at the Harbour Office

Pittanulok, for Bangkok.
Yawata Maru, for Manila.
Hatching, for Swatow.
Sardina, for Yokohama.
Solstad, for Haiphong.
Tatsong, for Swatow.
Bingo Maru, for Koho.
Glenora, for Saigon.
Kuklins, for Canton.
Jacob Diederichsen, for Haiphong.

Departures.

June 12.
Pekhawar, for Tavau.
Yawata Maru, for Australian Port.
Hatching, for Coast Ports.
Solstad, for Haiphong.
Fauang, for Saigon.
Huohow, for Holow.
Henzimok, for Amoy.
Hatchew, for Cam.
Spir, for Canton.
Sardina, for Shanghai.
Bingo Maru, for Japan.
Pittanulok, for Bangkok.
Tatsong, for Shanghai.
Jacob Diederichsen, for Haiphong.

Passengers arrived.

Per Kuklins, from Shanghai, &c.—Mr. Mawley and child.
Per Tean, from Manila—Mr. and Mrs. D. L. Wolf, Mrs. Izard, Mr. and Mrs. Hoult, Lieut. R. H. Jordan, Capt. and Mrs. Valentine, Mr. and Mrs. Riddiford, Messrs. H. G. Sharpe, V. F. Stanley Low, Messrs. Paul Kinnaday, F. P. Low, W. A. Williams, Mr. and Mrs. A. D. Peley, Messrs. Vatrio, G. Edward, A. Ola, Mr. and Mrs. Zasinoosky and child, Messrs. Domeschikoff, Messrs. Domeschikoff, Hammond, A. Linneemann, L. Dayarum, S. Chellor, Livingston, A. Bersem, Mrs. Ibanez and child, Mrs. J. W. Wolf, and Miss A. M. Wolf.
Buy.
4 months' sight L/C
6 months' sight L/C
10 days' sight San Francisco & New York
4 months' sight do
10 days' sight Sydney and Melbourne
4 months' sight France
6 months' sight do
4 months' sight Germany
Bar Silver
Bank of England rate
Sovereign

THE SHIPS PASSED CANAL.

Passengers departed.
Per Yawata Maru, for Manila, &c.—Duke of Montpensier, Count and Countess de Houtet, Count de Berneis, Madame Briade, Miss L. A. Wolf, Mrs. Izard, Mr. and Mrs. Hoult, Lieut. R. H. Jordan, Capt. and Mrs. Valentine, Mr. and Mrs. Riddiford, Messrs. H. G. Sharpe, V. F. Stanley Low, Messrs. Paul Kinnaday, F. P. Low, W. A. Williams, Mr. and Mrs. A. D. Peley, Messrs. Vatrio, G. Edward, A. Ola, Mr. and Mrs. Zasinoosky and child, Messrs. Domeschikoff, Messrs. Domeschikoff, Hammond, A. Linneemann, L. Dayarum, S. Chellor, Livingston, A. Bersem, Mrs. Ibanez and child, Mrs. J. W. Wolf, and Miss A. M. Wolf.
VESSELS IN PORT.
STEAMERS.
Arabis, Ger. s.s., 2,867, C. Neumann, 7th June—Portland, Or. 29th April, Flour and Lumber.—P. & A. S. Co.
Childs, Nor. s.s., 1,02, H. Nielsen, 3rd June—Bangkok 27th May, Gen.—B. & S.
Chowta, Ger. s.s., 1,055, I. Spiesch, 11th June—Swatow 29th June, Gen.—B. & S.
Chowta, Ger. s.s., 1,115, W. Möller, 10th June—Amoy 29th June, Gen.—B. & S.
Courtfield, Br. s.s., 4,097, J. Wiseman, 25th May—Moj 20th May, Coal.—M. B. K.
Druar, Nor. s.s., 1,102, J. Bing, 25th May—Bangkok 18th May, Rice and Gen.—B. & S.
Hapton, Fr. s.s., 100, Pernfet, 22nd April—Hapton 18th April, Ballast.—Wilks and Jacks.
Hilary, Ger. s.s., 1,276, H. Uecker, 29th May—Saigon 24th May, Rice.—S. W. & Co.
Hongkong, Fr. s.s., 840, A. Cornelissen, 8th June—Haiphong 5th June, and Hoioi 7th June, Rice and Gen.—A. R. M.
Joshin Maru, Jap. s.s., 702, H. S. Smith, 10th June—Tamsui via Amoy and Swatow 9th June, Gen.—O. S. K.
Kiang-Ching, Ch. s.s., 1,022, Bresander, 8th June—Canton 7th June, Gen.—Chinese.
Kiyo Maru, Jap. s.s., 1,443, S. Hirai, 9th June—Bangkok 1st June, Teak-wood.—M. B. K.
Korea, Am. s.s., 5,651, A. Dixon, 4th June—San Francisco 9th May, and Shanghai 2nd June, Mails and Gen.—P. M. S. S. Co.
Lockwood, Ger. s.s., 1,020, W. Tauber, 11th June—Bangkok 3rd June, Rice and Rosewood.—B. & S.
Lennox, Br. s.s., 2,361, F. Mc. air, 5th June—Woosung 26th June, Gen.—C. P. R. Co.
Ménia, Ger. s.s., 1,038, J. Minson, 30th May—Sydney 5th June, and Manila 27th May, Gen.—M. & Co.
Mausang, Br. s.s., 1,644, Weigall, 7th June—Sandakan and June, Timber and Gen.—J. M. & Co.
Nanchang, Br. s.s., 1,046, W. J. Miller, 11th June—Canton 10th June, Gen.—B. & S.
Nicomedea, Ger. s.s., 4,364, P. Wagemann, 11th June—Portland, Or. 1st June, Gen.—P. & A. S. Co.
Peibo, Ger. s.s., 476, V. Fowtell, 17th May—Saigon 22nd May, Rice.—H. A. L.
Persia, Br. s.s., 2,744, A. Dixon, 11th Jan.—San Francisco 21st Dec., and Portland, Or. 1st June, Flour.—O. & O. S. S. Co.
Powhatan, Br. s.s., 1,650, Turner, 29th May—Salina Cruz 24th April, Ballast.—Eug. H. Fong S. & Co.
Progress, Nor. s.s., 1,450, Schjernig, 11th June—Moj 4th June, Coal.—Asgard Thore—S. & Co.
Radisson, Ger. s.s., 1,01, F. Buecking, 11th June—Bangkok 5th June, Rice.—B. & S.
Ramona, Ger. s.s., 1,079, Pratt, 11th June—Shaohsi and Amoy 10th June, Gen.—C. M. S. N. Co.
Tean, Br. s.s., 1,346, Outerbridge, 12th June—Manila 9th June, Gen.—B. & S.
Kiukiang, Br. s.s., 1,228, H. A. Wavell, 12th June—Shanghai 9th June, and Amoy, Gen.—B. & S.
Haiyan, Fr. s.s., 377, O. A. Höeg, 12th June—Hoioi 11th June, Gen.—A. R. M.
Sumatra, Ger. s.s., 507, Meikko, 12th June—New Guinea 21st May, and Palau Id. and June, Copra.—M. & Co.
Bevorlich, Br. s.s., 1,46, Webster, 12th June—Singapore 7th June, Gen.—G. L. & Co.

Clearances at the Harbour Office

Pittanulok, for Bangkok.
Yawata Maru, for Manila.
Hatching, for Swatow.
Sardina, for Yokohama.
Solstad, for Haiphong.
Tatsong, for Swatow.
Bingo Maru, for Koho.
Glenora, for Saigon.
Kuklins, for Canton.
Jacob Diederichsen, for Haiphong.

SWATOW, AMOY, AND TAMSUI—Per Jackie.

More, 15th June, 1 p.m.
Shanghai—Per Wedding, 15th June, 5 p.m.
Waulu—Per Tsooy, 14th June, 9 a.m.
Cooktown—Zamboanga, Port Darwin, Thorsday Island, Cooktown, Cairns, Townsville, Townsville, Sydney, and Melbourne, Adelaide, Perth, Hobart, Launceston, New Zealand, and Fremantle—Per Tsooy, 15th June, 3 p.m.
Batavia, Cheribon, Samarang, Sourabaya and Macassar—Per Tjilatjap, 15th June, 4 p.m.
Kelsing, Shanghai, Moji, Kobe, Yokohama, Shimidzu, Yokohama, Honolulu and San Francisco—Per Korea, 16th June, 11 a.m.
Gebou and Hollio—Per Katsong, 16th June, 3 p.m.
Manila—Per Tsoon, 16th June, 3 p.m.
Shanghai—Per Hangchow, 15

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOURIE & CO. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT QUOTATION, BASED ON LAST YEARS DIV.	CLOSING QUOTATIONS
BANKS.								
Hongkong & Shanghai Banking Corporation	12,000	\$25	\$15	\$1,000,000 \$1,300,000 \$2,000,000	\$2,000,387	Final of 1/2 on old, and \$1.10 on new shares for 4 years ending 31.12.07	5%	\$752 London 477
National Bank of China, Limited	10,925	\$7	\$6	\$12,735 \$300,000	\$72,203	\$2 (London 3/6) for 1907	...	\$51
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$25	\$10	\$1,500,000 \$200,000 \$400,000	None	\$20 for 1906	8 1/2%	\$435 sellers
North China Insurance Company, Limited	10,000	\$15	\$15	Tls. 100,000 Tls. 40,000	Tls. 204,424	Interim of 7/6 ex 7/14 for 1907	6%	Tls. 771
Union Insurance Society of Canton, Limited								
Union Insurance Society of Canton, Limited	12,400	\$25	\$100	\$3,000,000 \$100,000 \$150,000 \$1,172,150 \$125,000 \$134,34	2,566,011	Final of 1/2 making \$5 for 1906 and interim of 1/4 for 1907	5 1/2%	\$795
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$100,000 \$100,012 \$185,152 \$1,000,000 \$346,000 \$3,135,000	591,763	\$1 and bonus \$3 for 1906	10%	\$150 buyers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	10,000	\$100	\$20	\$1,000,000 \$1,000,000 \$1,000,000	1,744,32	\$6 and bonus \$2 for 1906	8 1/2%	\$95 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$2,000,000 \$2,000,000	542,027	\$27 for 1906	8 1/2%	\$315
SHIPPING.								
China and Manila Steamship Company, Limited	10,000	\$25	\$25	\$7,000 \$664,638 \$66,688 \$250,000	51,053	\$1 for 1906	...	\$15
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$250,000 \$275,000 \$25,000 \$20,000	Nil	\$4 for year ending 30.12.07	10 1/2%	\$375 sellers
Hongkong, Canton & Macao Steamboat Co., Ltd.	10,000	\$15	\$15	\$116,437	...	\$1 for and half-year making in all \$21	7 1/2%	\$295
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	\$5	\$5	\$270,000	43,694	\$1 for 1906 @ ex 2/21-\$2.24 per share	31%	\$38
do. do. (Deferred)	60,000	\$5	\$5	...	...	...	...	\$24
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 75,000 \$400,000 \$1,672,150	Tls. 14,510	Final of Tls. 1/4 making Tls. 3/4 for 1907	7 1/2%	Tls. 43 sellers
do. (Preference)	100,000	Tls. 50	Tls. 50	\$105,000	172,370	Second interim of 1/4 (Coupon No. 9) for 1907	4 1/2%	45/-
"Shell" Transport and Trading Company, Limited	2,000,000	\$1	\$1	\$98	...	\$100 for year ending 30.12.07	4%	\$25
"Star" Ferry Company, Limited	10,000	\$10	\$10	Tls. 45,000 Tls. 419,479 Tls. 62,000 Tls. 81,200 Tls. 30,000	47,422	\$100 for year ending 30.12.07	3 1/2%	\$15
Taku Tug and Lighter Company, Limited	10,000	Tls. 50	Tls. 50	...	18,730	Final of Tls. 2 making Tls. 6 for 1906	12 1/2%	Tls. 45 sellers
REFINERIES.								
China Sugar Refining Company, Limited	10,000	\$100	\$100	1450,000	19,218	\$8 for year ending 31.12.07	...	\$128
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	None	Tls. 8,935	1/4 in 1907	...	\$12
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	\$1,000,000	...	Tls. 1 (8%) for year ending 31.8.06	...	Tls. 771 sellers
MINING.								
Chinese Engineering and Mining Company, Ltd.	10,000	\$1	\$1	\$15,000 \$84,938	111,556	Interim of 1/6 (No. 10) for account 1906	7 1/2%	Tls. 155 buyers
Raub Australian Gold Mining Company, Limited	50,000	\$1	\$10	\$4,573	111,358	No. 12 of 1/6=48 cents	...	\$3
DOCKS, WHARVES & GODOWNS.								
Fenwick (Gen.) & Co., Limited	18,000	\$25	\$25	164,14	53,726	\$1.75 for year ending 31.12.06	...	\$13
Hongkong & Kowloon Wharf and Godown Co., Ltd.	6,000	\$50	\$50	\$26,86 \$400,000 \$500,000 \$500,000	53,556	Final of 1/4 making \$3 1/2 for 1907	6 1/2%	\$52
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	Tls. 1,000,000	544,1442	Final of \$4 making \$8 for 1907	7 1/2%	\$108
Shanghai Dock and Engineering Co., Ltd.	15,700	Tls. 100	Tls. 100	Tls. 697,357	5,104,59	Interim of Tls. 24 for six months ending 31st October, 1907	7%	Tls. 88 buyers
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 100	Tls. 100	Tls. 75,000 Tls. 125,000	5,22,626	Final of Tls. 9 making Tls. 17 for 1907	7 1/2%	Tls. 229 sales
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 2,000 \$100,000 \$1,000,000	Tls. 6,533	Tls. 6 for 1907	6%	Tls. 160 buyers
Astor House Hotel Company, Limited (Shanghai)	10,000	\$25	\$25	\$100,000 \$1,000,000	510,008	\$4 for year ending 30.6.07	10 1/2%	\$22 sellers
Central Stores, Limited	50,725	\$15	\$15	\$1,000,000	59,178	\$1.80 for 1906	...	\$12
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$64,675 \$4,107,500	1,252	Final of 1/4 making \$3 1/2 for 1907	7 1/2%	95
Hongkong Land Investment and Agency Co., Ltd.	10,000	\$100	\$100	\$350,000 \$327,456 \$500,000	536,915	Final of \$3 1/2 making in all \$7 for year ending 31.12.07	7%	\$100 sellers
Humphreys Estate & Finance Company, Limited	15,000	\$10	\$10	None	1,621	50 cents for 1907	7%	\$10 buyers
Kowloon Land and Building Company, Limited	1,000	\$50	\$50	...	163	50 cents for 1907	6 1/2%	\$26 buyers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 1,225,045 Tls. 170,000 None	1,075,7 11,541	Final of Tls. 3 and bonus of Tls. 2 making in all Tls. 1 for 1907	6 1/2%	Tls. 119 buyers
West Point Building Company, Limited	2,500	\$50	\$50	...	...	Final of \$2.10 making in all \$4.10 for year ending 31.12.07	8 1/2%	\$48
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	Tls. 150,000 Tls. 25,763 \$60,000	8,807	Tls. 21 for year ended 31.10.1907	4 1/2%	Tls. 58
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	15,000	\$10	\$10	...	14,269	50 cents for year ending 31.7.07	4 1/2%	\$11
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	\$1,50,000	...	Tls. 6 for year ended 30.9.06 (8%)	...	Tls. 63 buyers
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	None	18,519	Tls. 8 for 1906	...	Tls. 771
Soy Chee Cotton Spinning Company, Limited	4,000	Tls. 500	Tls. 500	Tls. 28,257	18,563	Tls. 50 for 1906	...	Tls. 260
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$1,000 \$25,000	6,038	1/3 per share for 1906	9%	\$74
China-Borneo Company, Limited	60,000	\$12	\$12	Nil	...	\$7.20 for 1907	11%	\$100 buyers
China Light and Power Company, Limited	50,000	\$10	\$10	None	135,000	60 cents for year ended 31.12.06	...	\$100 sellers
do. do. special shares	10,000	\$1	\$1	...	13,553	80 cents for 1907	8 1/2%	\$18 sellers
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	...	...	...	...	\$20
Dairy Farm Company, Limited	25,000	\$71	\$6	...	5,74	\$1.30 for year ending 31.7.07	6 1/2%	\$2 buyers
Green Island Cement Company, Limited	10,000	\$10	\$10	\$10,000 \$10,000	15,002	Final of 1/4 cent making in all \$1 1/2 for 1907	11 1/2%	\$0.00 sellers
H. Price & Company, Limited	12,000	\$10	\$10	...	19,31	25 cent for 31.12.07	4 1/2%	\$25 buyers
Hall & Holt, Limited	1,000	\$20	\$20	...	54,578	\$2 1/2 for year ending 28.2.07	12 1/2%	\$150 buyers
Hongkong Electric Company, Limited	60,000	\$20	\$20	...	58,000	11 and bonus 20 cents for year ending 29.2.08	8 1/2%	\$150 buyers
Hongkong Ice Company, Limited	5,000	\$10	\$10	None	...	Final of \$1.5 making in all \$1.50 for 1907	8 1/2%	\$25 buyers
Hongkong Rope Manufacturing Company, Ltd.	5,000	\$25	\$25	...	58,000	Final of \$1.20 making in all \$2 for 1907	8 1/2%	\$140 buyers
Maastrichtij tot Mijn, Bosh en Landhauwex plaatste in Langkawi, Limited	6,000	\$10	\$10	None	...	Interim of Tls. 10 for 1st quarter	6 1/2%	\$14
Peak Tramways Company, Limited	25,000	\$10	\$10	\$5,000	57,314	50 cents on fully paid shares and 6 cents on \$1 paid shares for year ending 30.4.08		